

# FRS.1



## FRS.1 SEA HARRIER FALKLANDS 40TH ANNIVERSARY

The Sea Harrier is a naval vertical/short takeoff and landing (V/STOL) jet fighter, reconnaissance and attack aircraft. The first version entered service with the Royal Navy's Fleet Air Arm in April 1980 as the Sea Harrier FRS.1, and was informally known as the Shar.

During the 1982 Falklands/Malvinas conflict, the HMS Invincible and HMS Hermes were dispatched to the South Atlantic along with all available surface combatants and support vessels. The FRS.1 provided air defense support to the fleet and to the troops ashore and did a credible job against the Argentine Air Force and Naval air forces operating from their home bases on the mainland. With the help of the last-minute upgrade to employ the all-aspect AIM-9L Sidewinder, the Harrier FRS.1 was able to achieve 21 kills without any air-to-air losses.

### CAUTION

- \*Read carefully and fully understand the instructions before commencing assembly.
- \*Keep out of reach of children. Children must not be allowed to put any parts in their mouths, or pull plastic bag over their heads.
- \*When using adhesives and paints, please make sure not to use them in closed room or near the fire.
- \*When assembling this kit, tools including knives are used. Extra care should be taken to avoid injury.

**WARNING: CONTAIN SMALL PARTS NOT FOR CHILDREN UNDER 14 YEARS OF AGE.**



Drill



Remove



2 Set



Bend



Optional



Decal



Super Glue



Fill Hole



No Cement



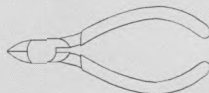
Be Careful

### TOOLS RECOMMENDED

Cement



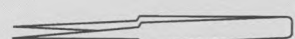
Side Cutter



Modeling Knife



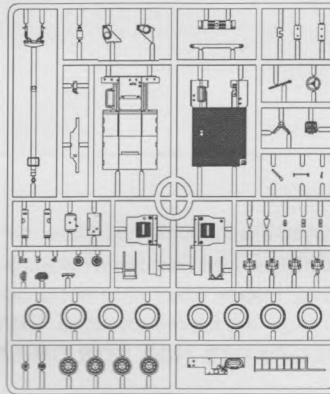
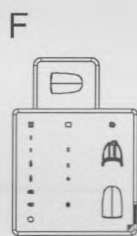
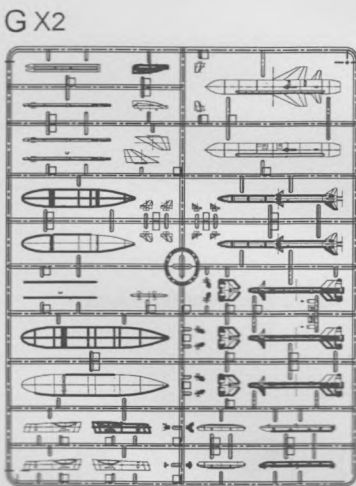
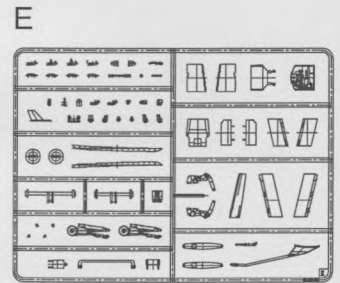
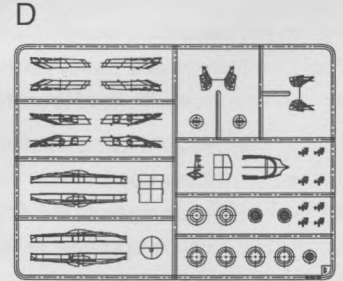
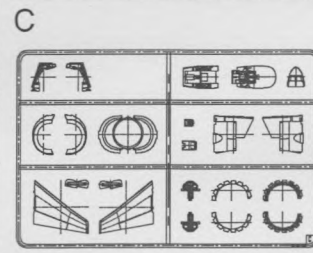
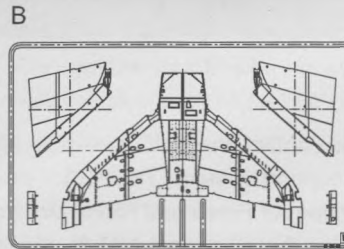
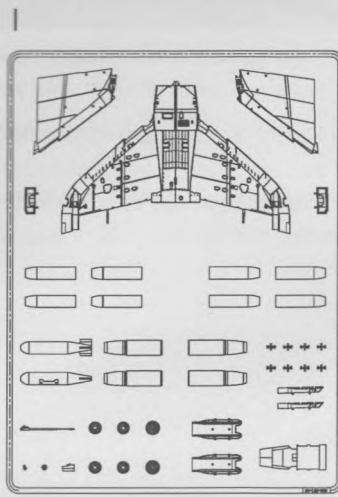
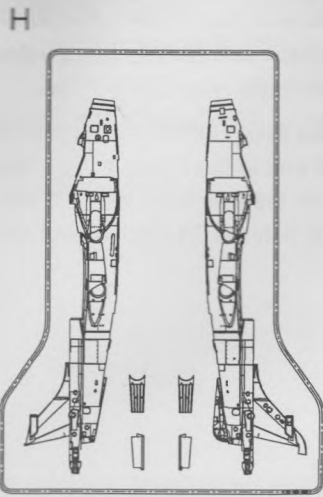
Tweezers



**AFTERMARKET SERVICES CARD**

When requesting replacement parts, please take or send this form to your local dealer so that the parts required can be correctly identified. Please note that specifications and availability are subject to change without notice. Or visit <http://www.kineticmodel.com> for latest information. For more information, please contact [services@kineticmodel.com](mailto:services@kineticmodel.com)

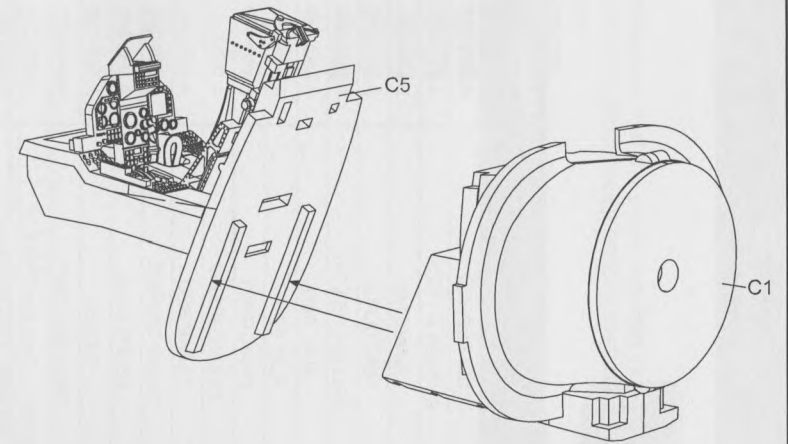
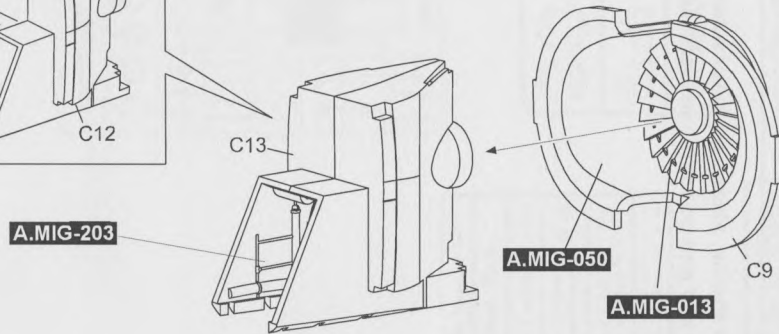
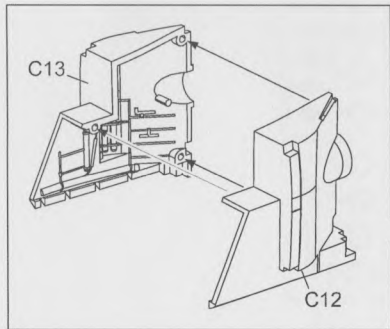
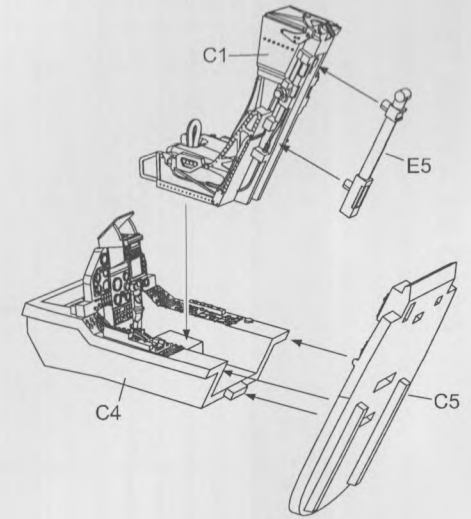
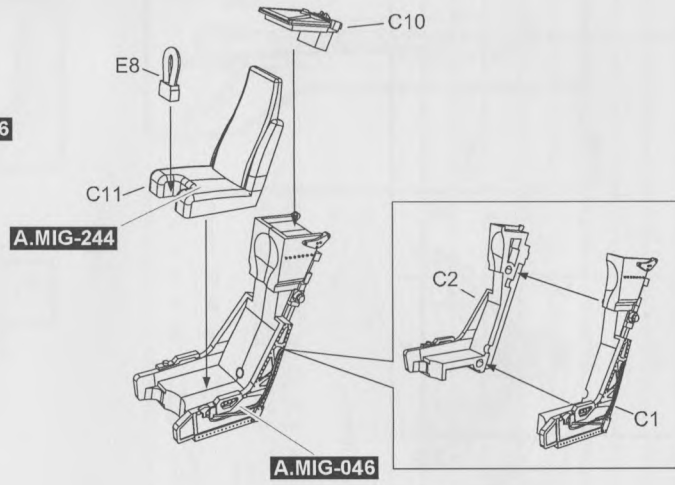
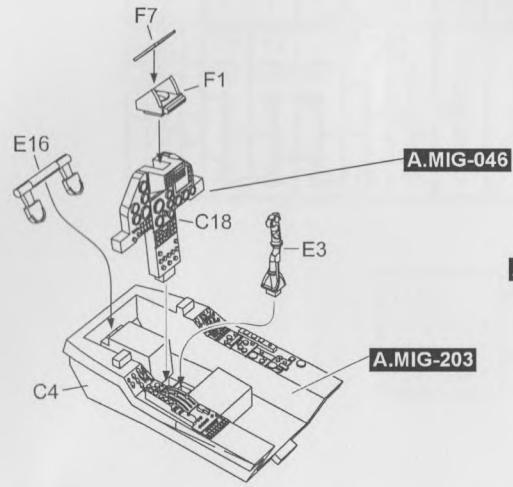
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|--------------|--|-----|---------|
| 00-104-001   | SW-48004 SOLDIER A                       | 1   |         |
| 00-147-001   | 1/48 VICKER TOW TRACTOR FOR HMS          | 1   |         |
| 00-156-002   | 1/48 HARRIER FA2 WINGS (B)               | 1   | B       |
| 00-156-003   | 1/48 HARRIER FA2 INTAKE (C)              | 1   | C       |
| 00-156-004   | 1/48 HARRIER FA2 PARTS (D)               | 1   | D       |
| 00-156-005   | 1/48 HARRIER FA2 LANDING GEAR (E)        | 1   | E       |
| 00-156-006   | 1/48 HARRIER FA2 CLEAR PARTS (F)         | 1   | F       |
| 00-156-007   | 1/48 HARRIER MISSILE SPRUE/TANK (G)      | 2   | G       |
| 00-156-008   | 1/48 HARRIER FRS1 FUESLAGE (H)           | 1   | H       |
| 00-156-009   | 1/48 HARRIER FRS1/T2/T4/GR1/GR3 WING (I) | 1   | I       |
| 01-147-48017 | 1/48 VICKER TOW TRACTOR                  | 1   | Decal   |
| 01-156-48035 | 1/48 HARRIER FRS1                        | 1   | Decal   |
| 03-156-48138 | 1/48 HARRIER FRS1 MANUAL 40 ANN EDITION  | 1   | MANUAL  |
| 06-156-48060 | 1/48 HARRIER GR1/3/AV-8A                 | 1   | PE      |
| 09-156-48138 | 1/48 HARRIER FRS1 40 ANN EDITION BOOKLET | 1   | Leaflet |



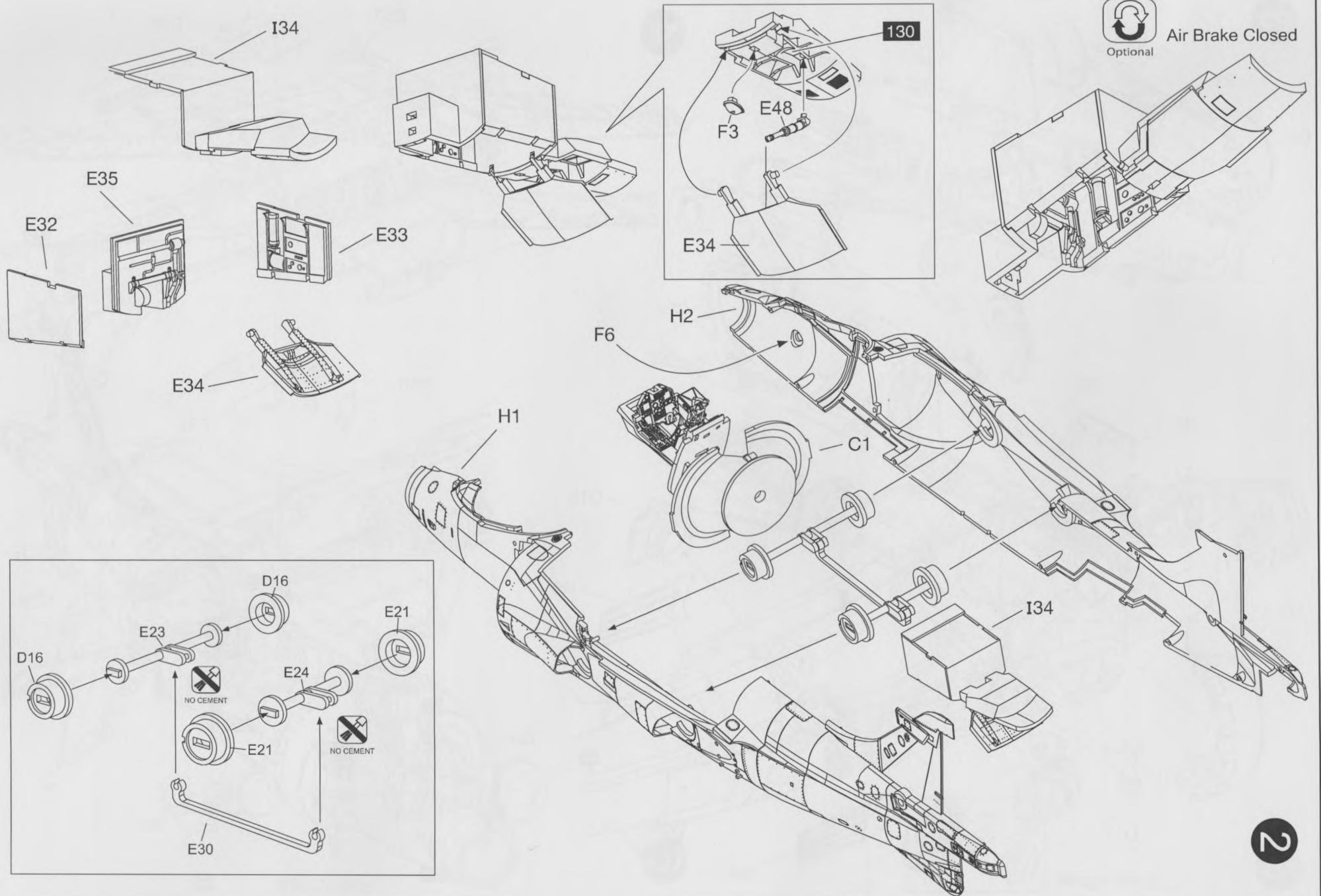


| COLOR                           | AMMO MIG  | VALLEJO<br>MODEL COLOR | GSI CREOS<br>MR. COLOR | TAMIYA<br>ENAMEL/ACRYLIC | HUMBROL<br>ENAMEL |
|---------------------------------|-----------|------------------------|------------------------|--------------------------|-------------------|
| GELBBRAUN                       | A.MIG-013 | 70.879                 | 44                     | XF-57                    | 26                |
| RUBBER & TIRES                  | A.MIG-033 | 70.306                 | 137                    | XF-85                    | 67                |
| GUNMETAL                        | A.MIG-045 | 70.863                 | 28                     | X-10                     | 53                |
| FLAT BLACK                      | A.MIG-046 | 70.950                 | 33                     | XF-1                     | 33                |
| GOLDEN YELLOW                   | A.MIG-048 | 70.915                 | 4                      | XF-3                     | 154               |
| FLAT RED                        | A.MIG-049 | 70.909                 | 3                      | XF-7                     | 153               |
| FLAT WHITE                      | A.MIG-050 | 70.951                 | 62                     | XF-2                     | 34                |
| KHAKI GREY                      | A.MIG-056 | 70.318                 | 123                    | XF-51                    | -                 |
| CLEAR GREEN                     | A.MIG-092 | 70.936                 | 138                    | X-25                     | 220               |
| CLEAR RED                       | A.MIG-093 | 90.934                 | 47                     | X-27                     | 29                |
| CLEAR ORANGE                    | A.MIG-097 | 70.935                 | 49                     | X-26                     | 1322              |
| AZURE BLUE                      | A.MIG-098 | -                      | 50                     | -                        | 157               |
| SILVER                          | A.MIG-195 | 71.063                 | 8                      | X-11                     | 11                |
| DARK SEA GREY                   | A.MIG-203 | 71.048                 | 308                    | -                        | 127               |
| BS 381C - Dark Sea Grey 638     | A.MIG-205 | 71.051                 | 331                    | -                        | 140               |
| BS 381C - Light Grey 631        | A.MIG-207 | 71.046                 | 334                    | XF-19                    | -                 |
| BS632 DARK ADMIRALTY GREY       | A.MIG-211 | 71.275                 | 306                    | -                        | 27/126            |
| FS26373 SILVER GREY             | A.MIG-212 | 71.119                 | 332                    | -                        | -                 |
| DARK EGG GREEN (BS216)          | A.MIG-244 | 71.009                 | 26                     | -                        | 90                |
| BS 381C Medium Sea Grey 637     | A.MIG-246 | 71.307                 | 335                    | XF-83                    | -                 |
| BS 381C Extra Dark Sea Grey 640 | A.MIG-906 | -                      | 333                    | -                        | -                 |
| OLIVE GREEN                     | A.MIG-926 | 71.286                 | 304                    | -                        | 88                |

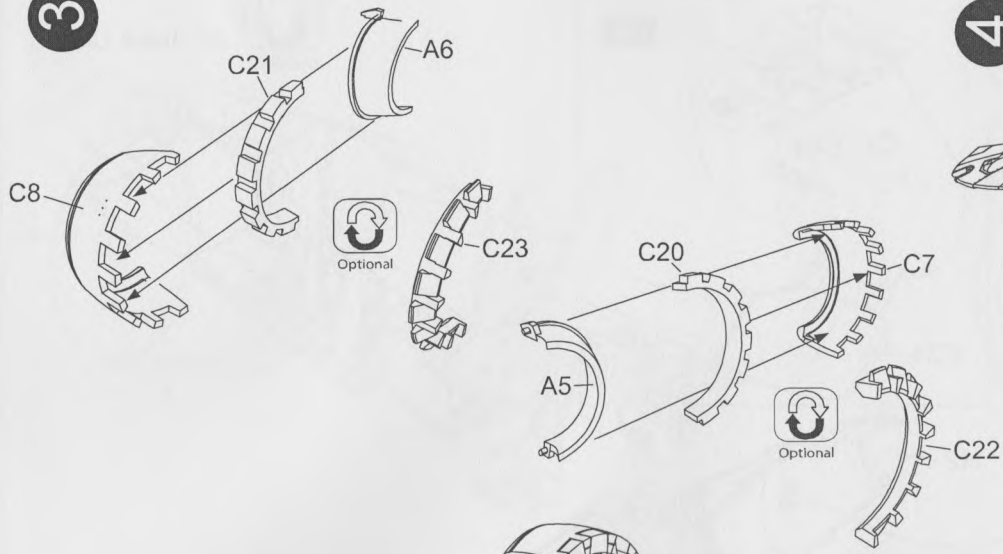
For Color Profile, please go to [www.kineticmodel.com](http://www.kineticmodel.com) for download  
(type the kit# and go for manual/painting guide)



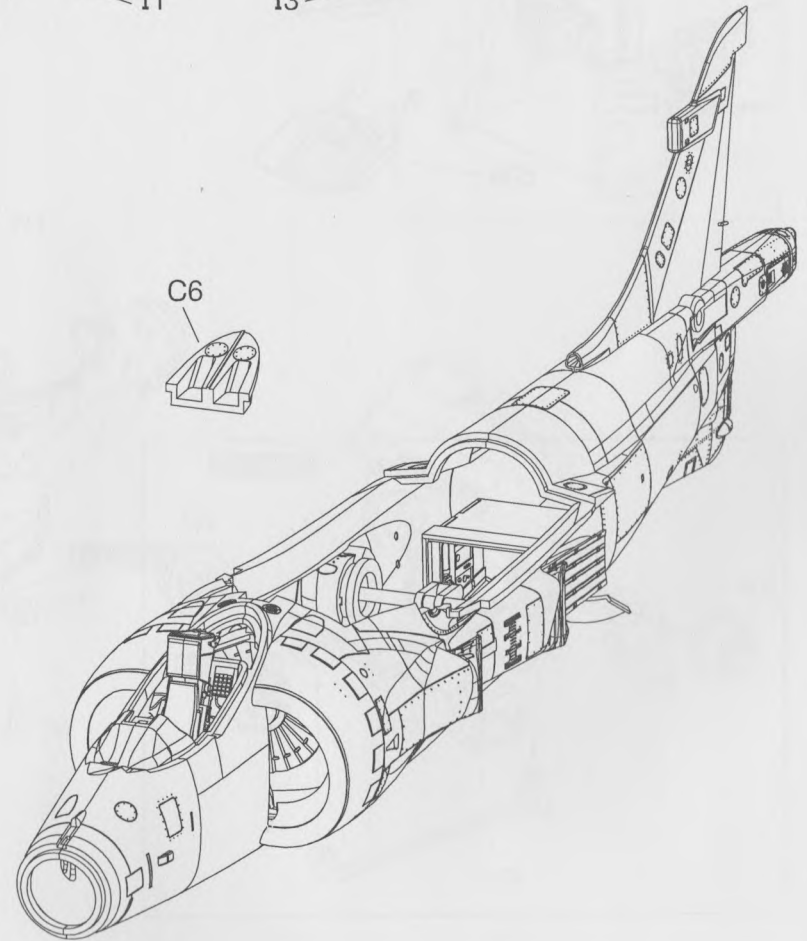
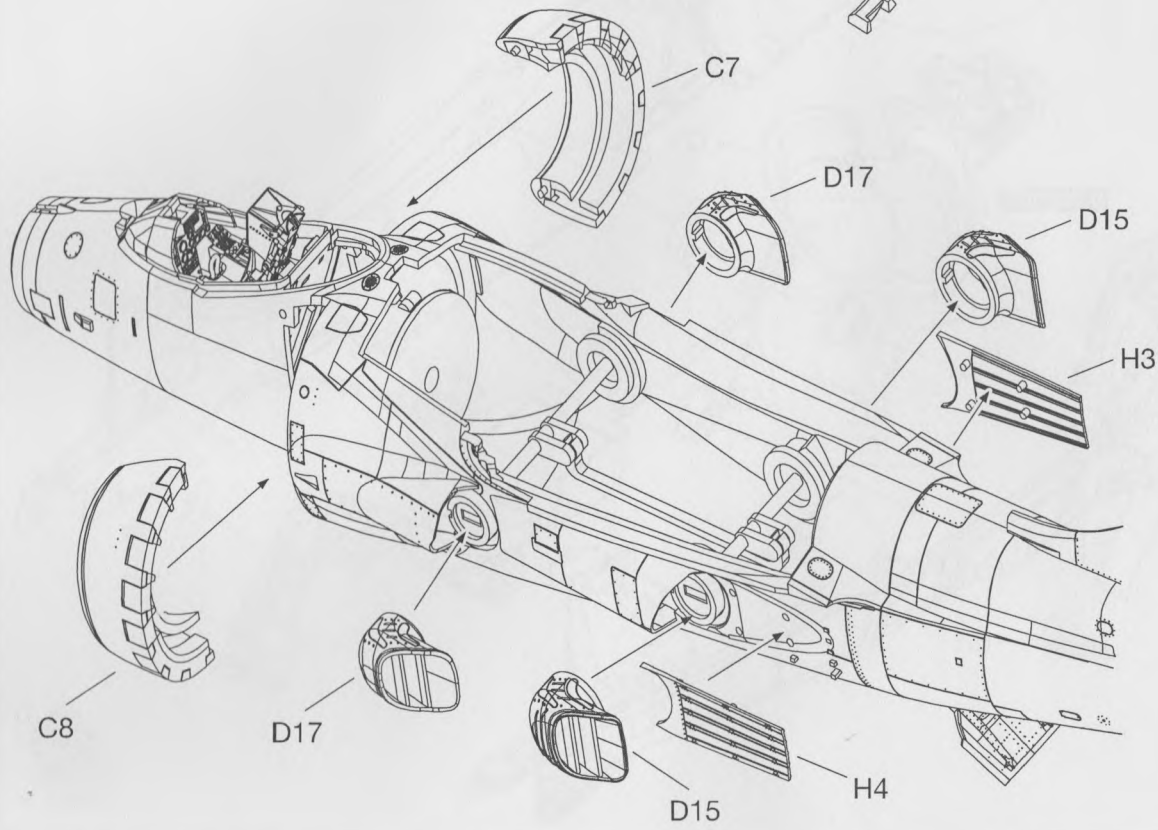
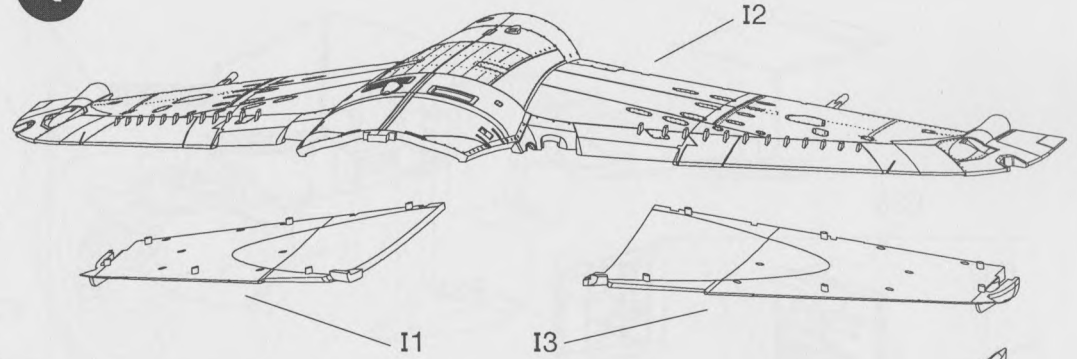




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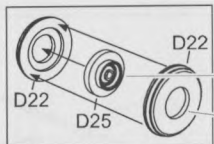


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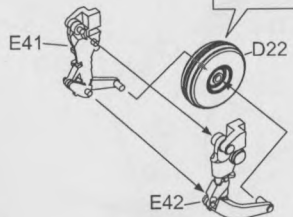
5

Front Wheel



130

33



F10

F11

D23

H7

I27

E17

B4

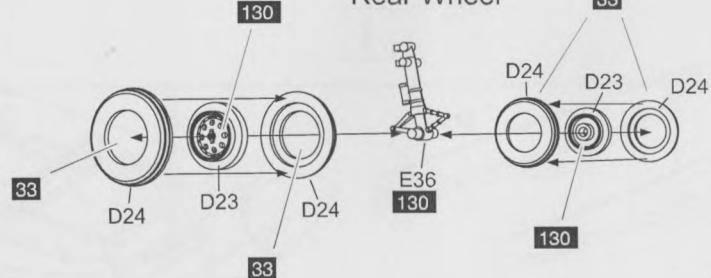
B5

E31

6

Rear Wheel

33



33

D24

D23

D24

33

130

130

33

D24

D23

D24

130

E36

130

E25

E18

E37

E29

E38

E25

E18

E37

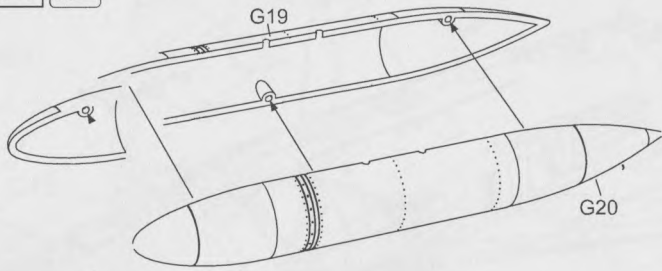
E29

E38

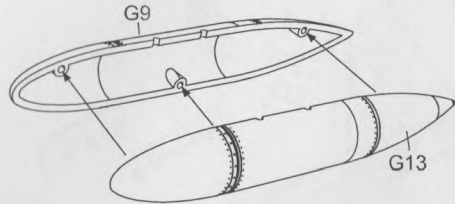


Close Landing Gear Doors  
Optional

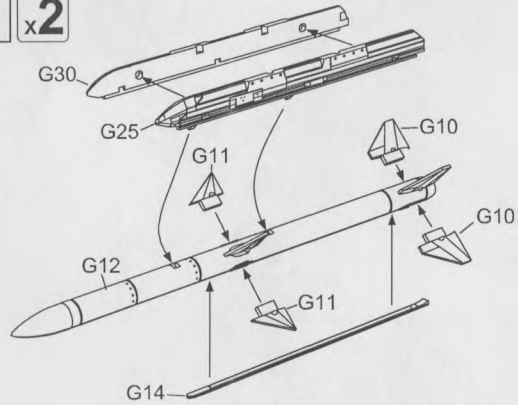
**A** x2



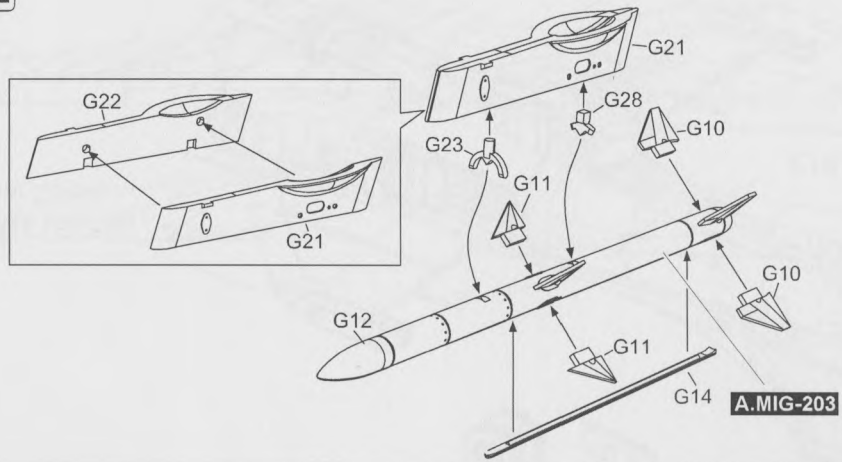
**B** x2



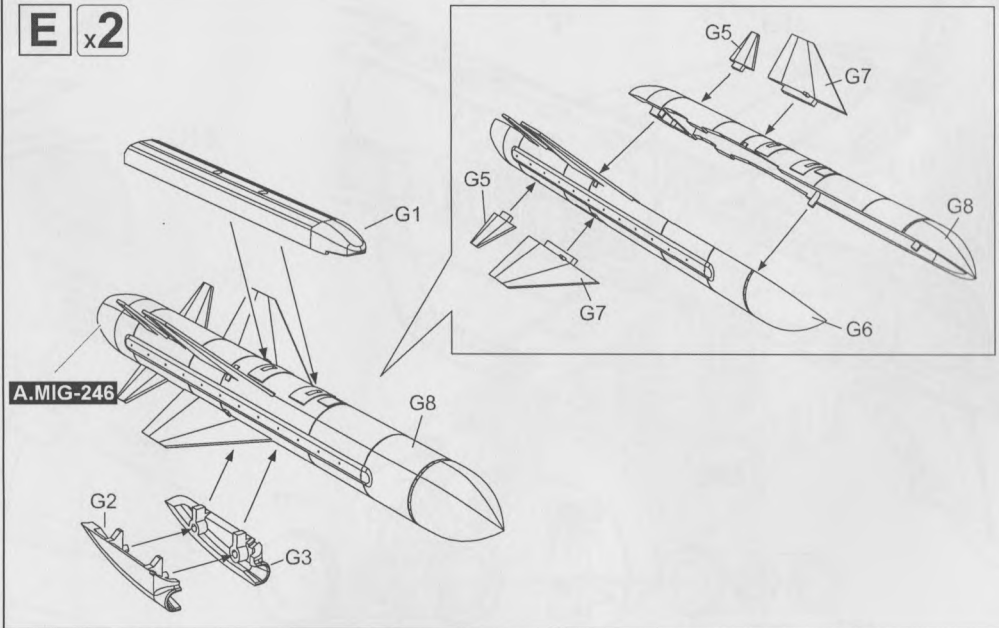
**C** x2



**D** x2

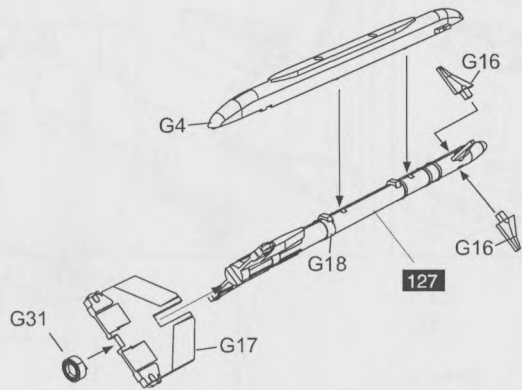


**E** x2

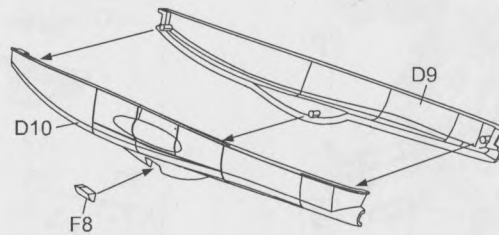




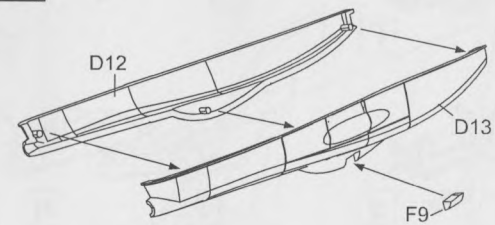
**F** x4



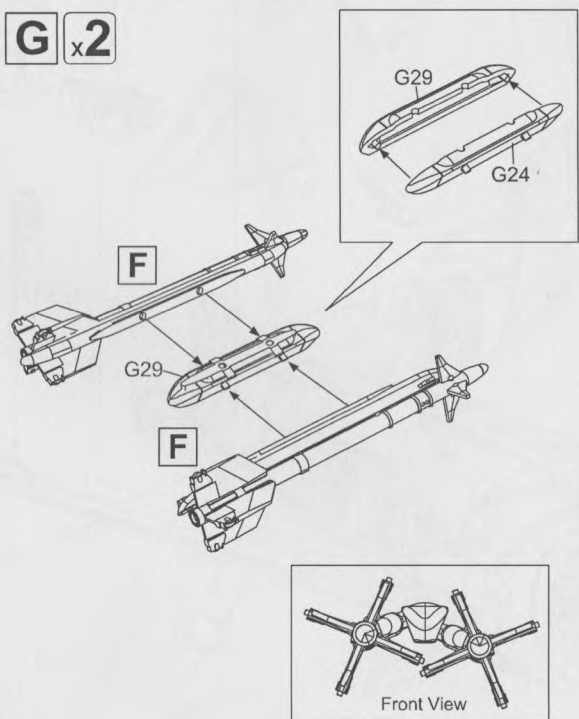
**H**



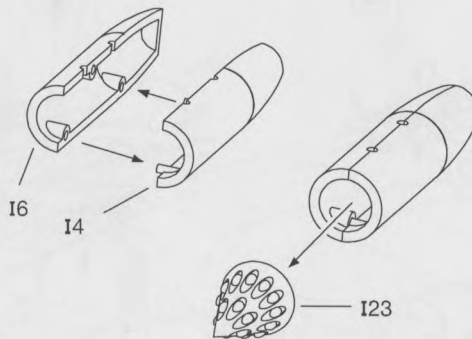
**I**



**G** x2

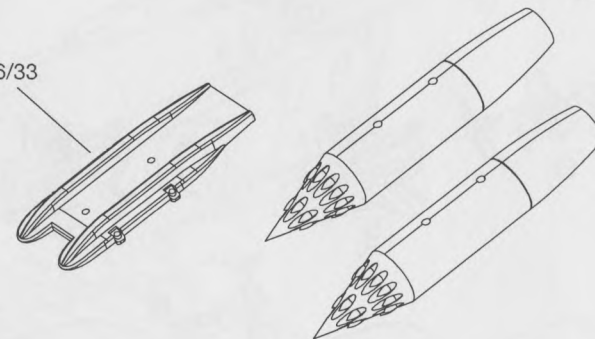


**J** x2

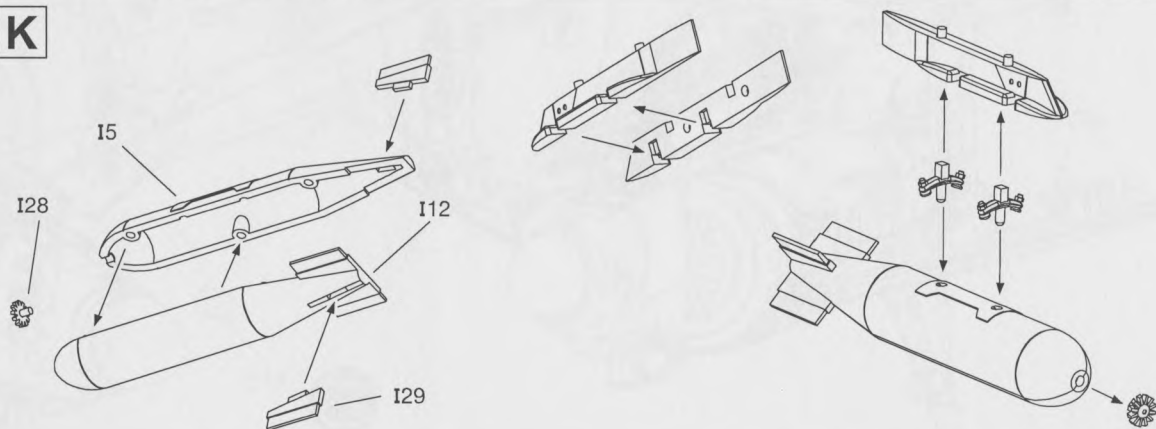


**x2**

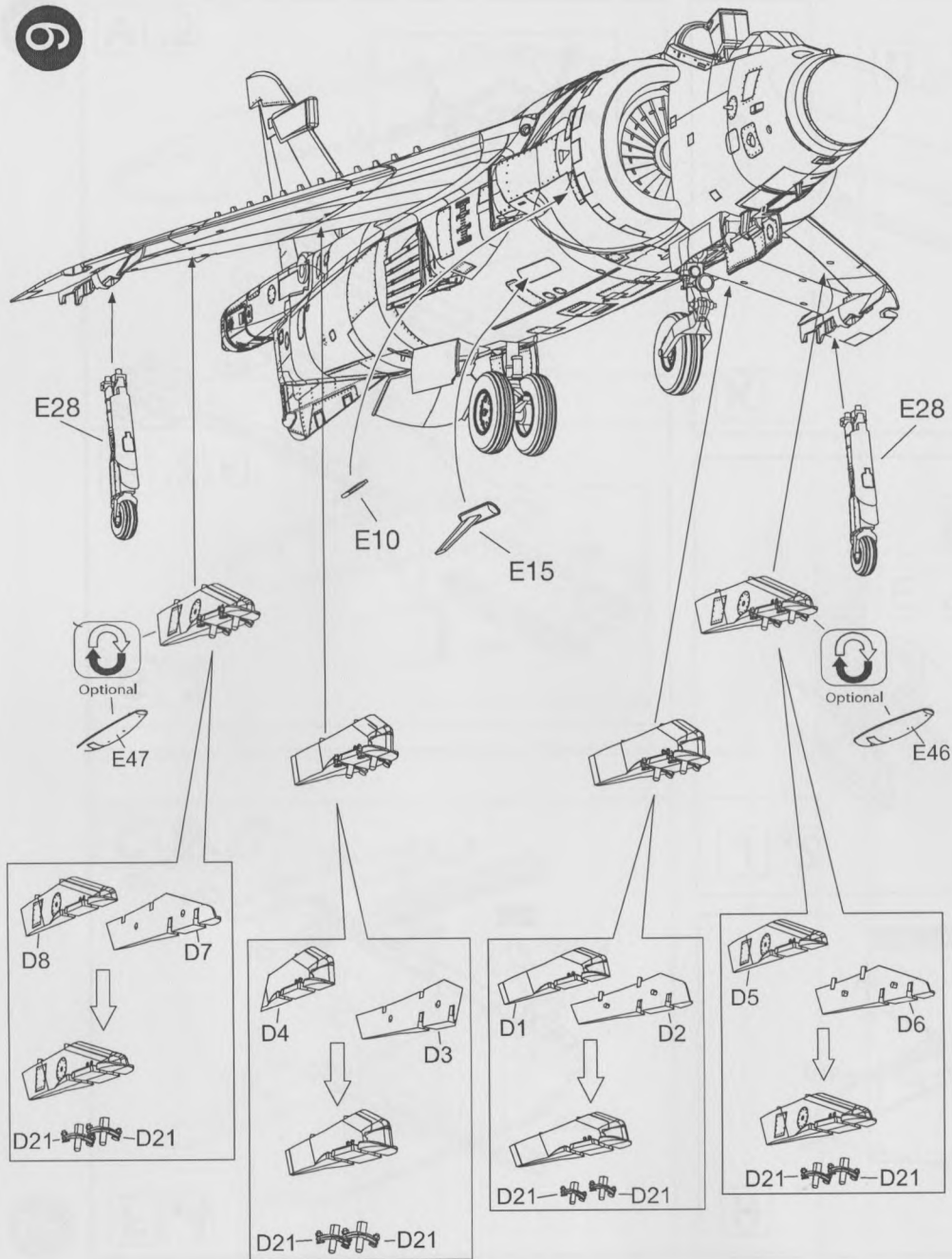
I26/33



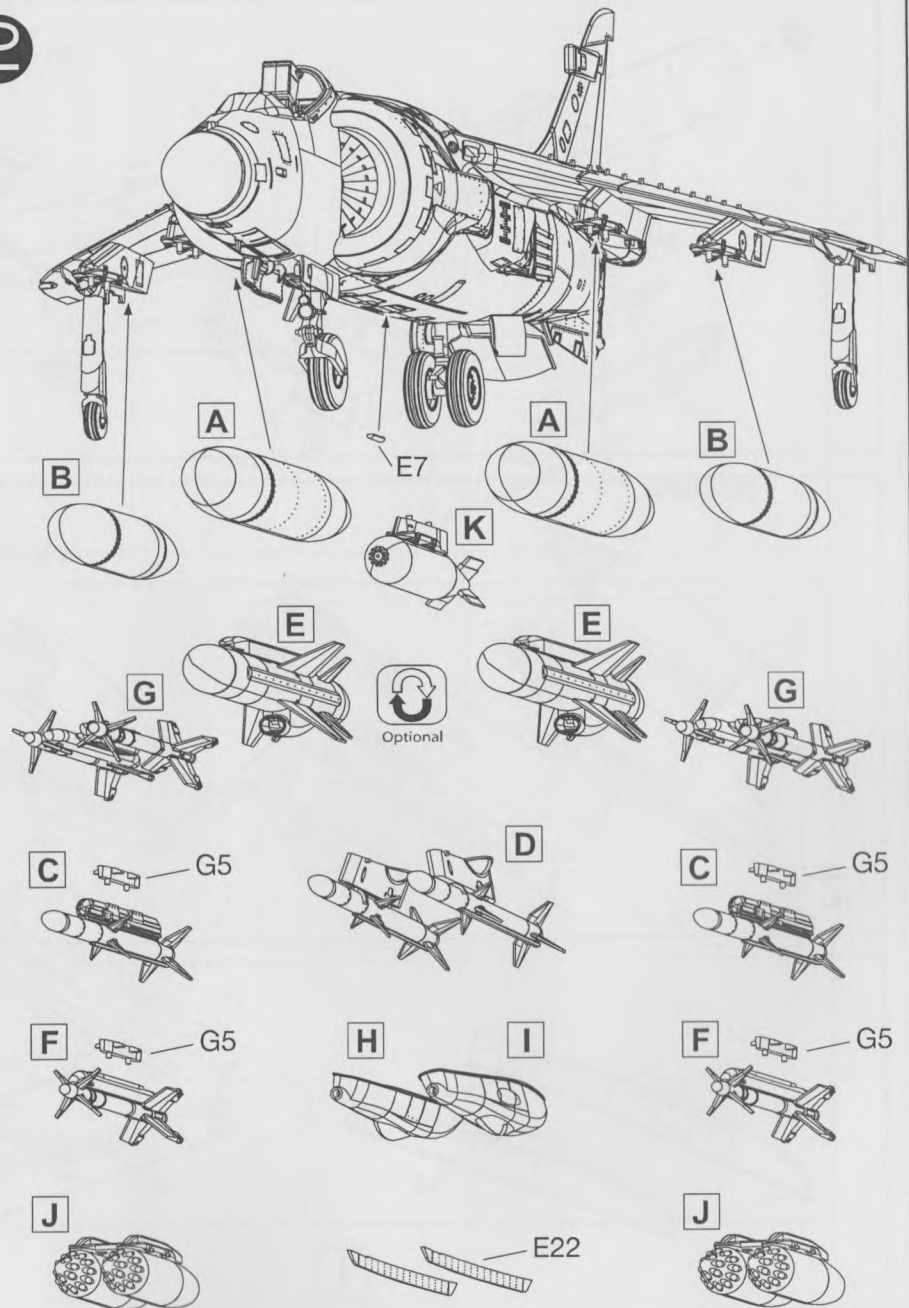
**K**



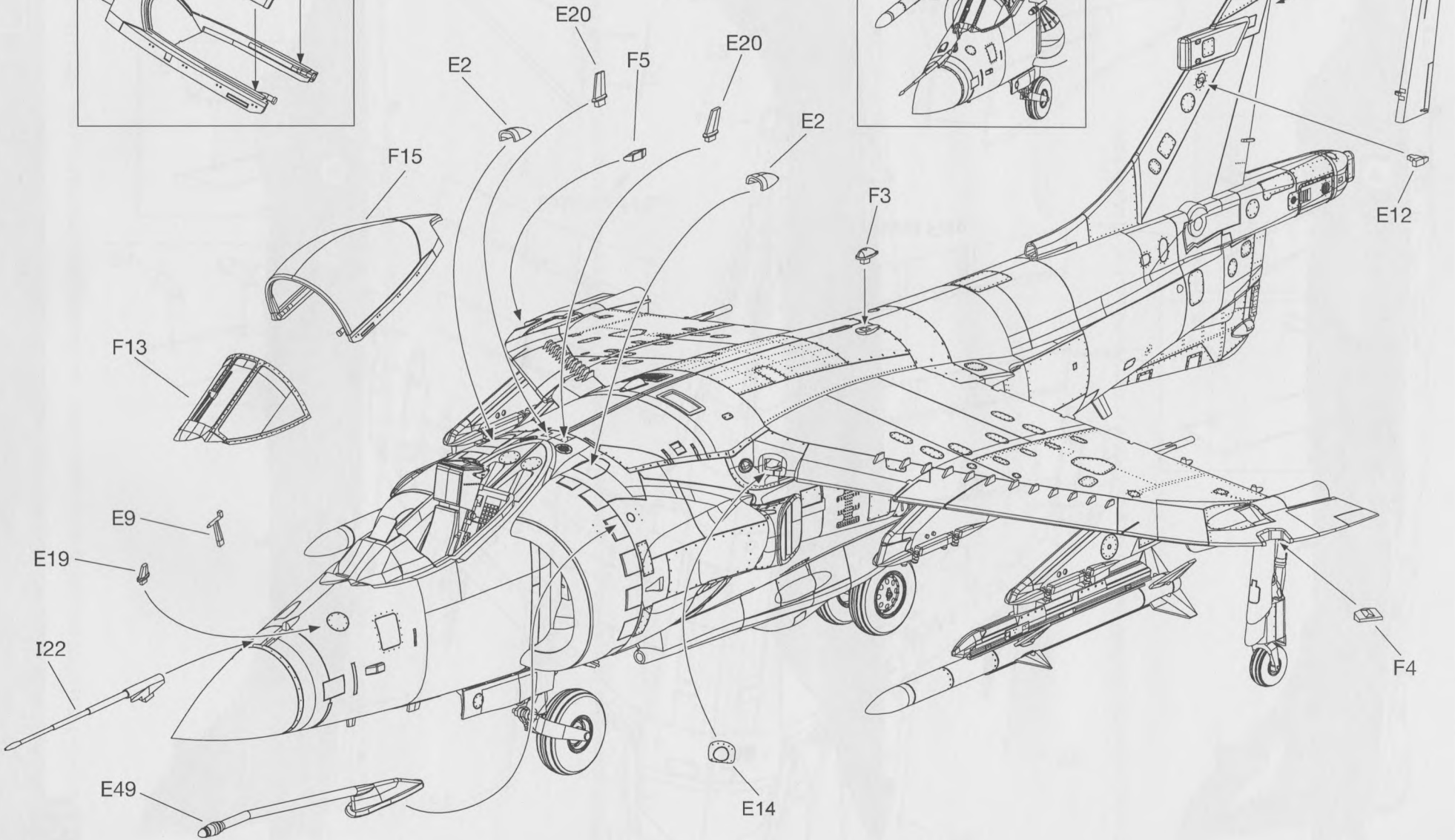
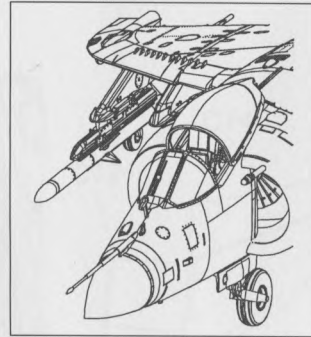
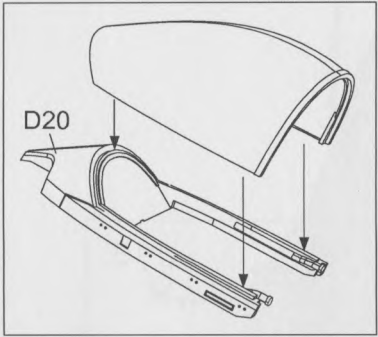
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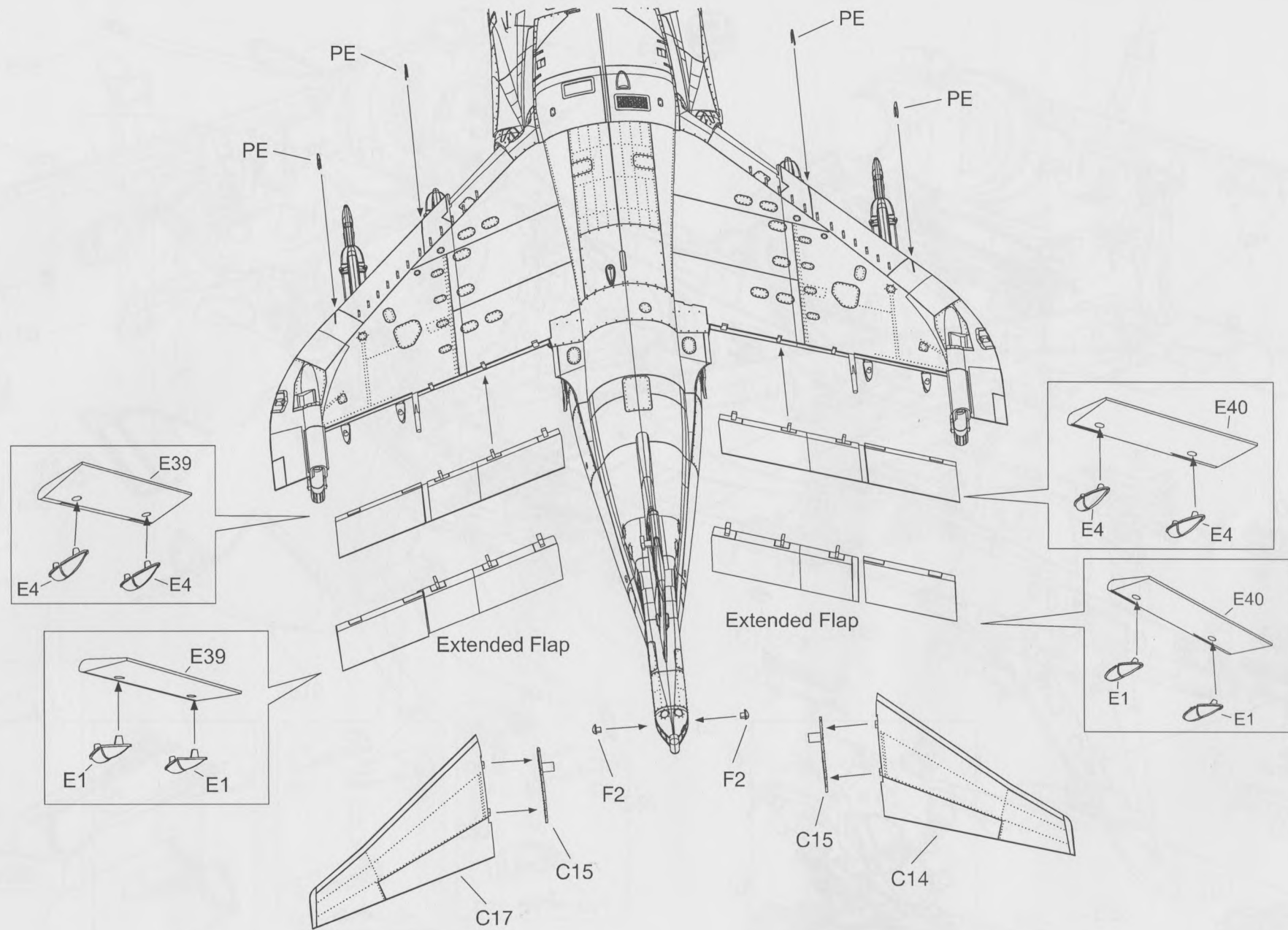


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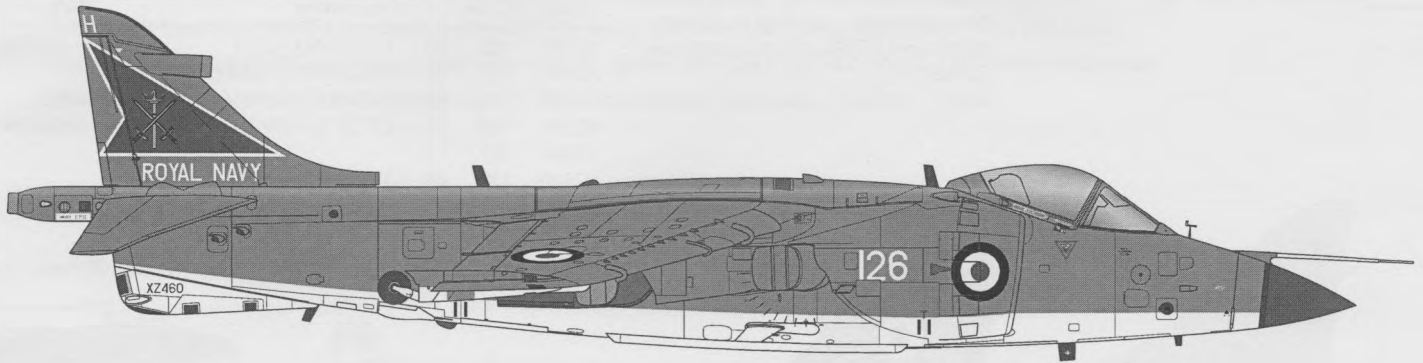
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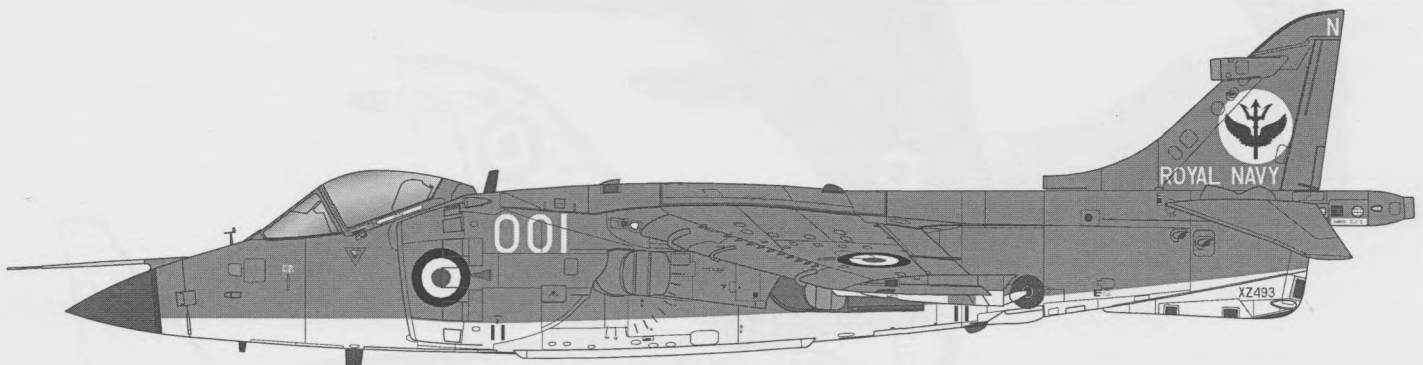




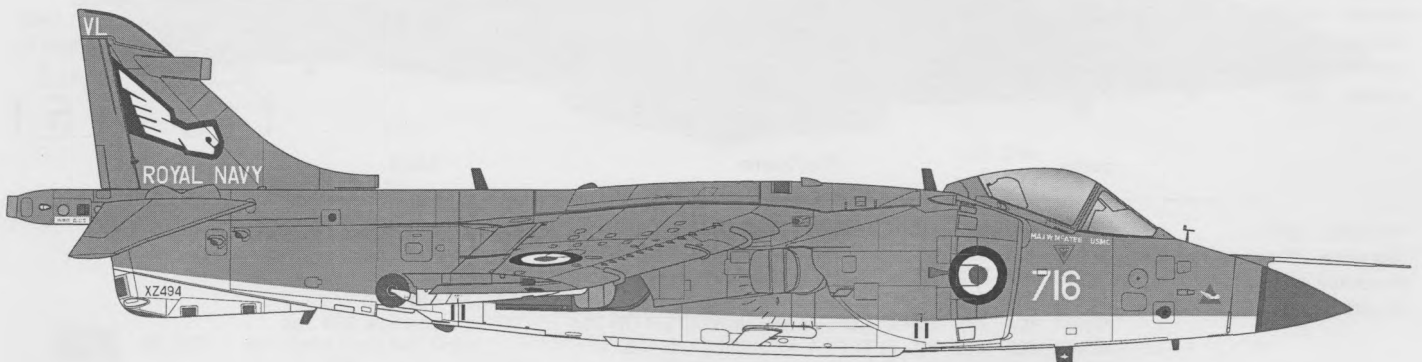
1. BAe Sea Harrier FRS.1s of 800 Naval Air Squadron based at RNAS Yeovilton and deployed on HMS Hermes, 1981 to March 1982.



2. BAe Sea Harrier FRS.1s of 801 Naval Air Squadron based at RNAS Yeovilton and deployed on HMS Invincible, 1981 to March



3. BAe Sea Harrier FRS.1s of 899 Naval Air Squadron based at RNAS Yeovilton, 1981 to March 1982



**1/48 SCALE AIRCRAFT SERIES NO.K48138**

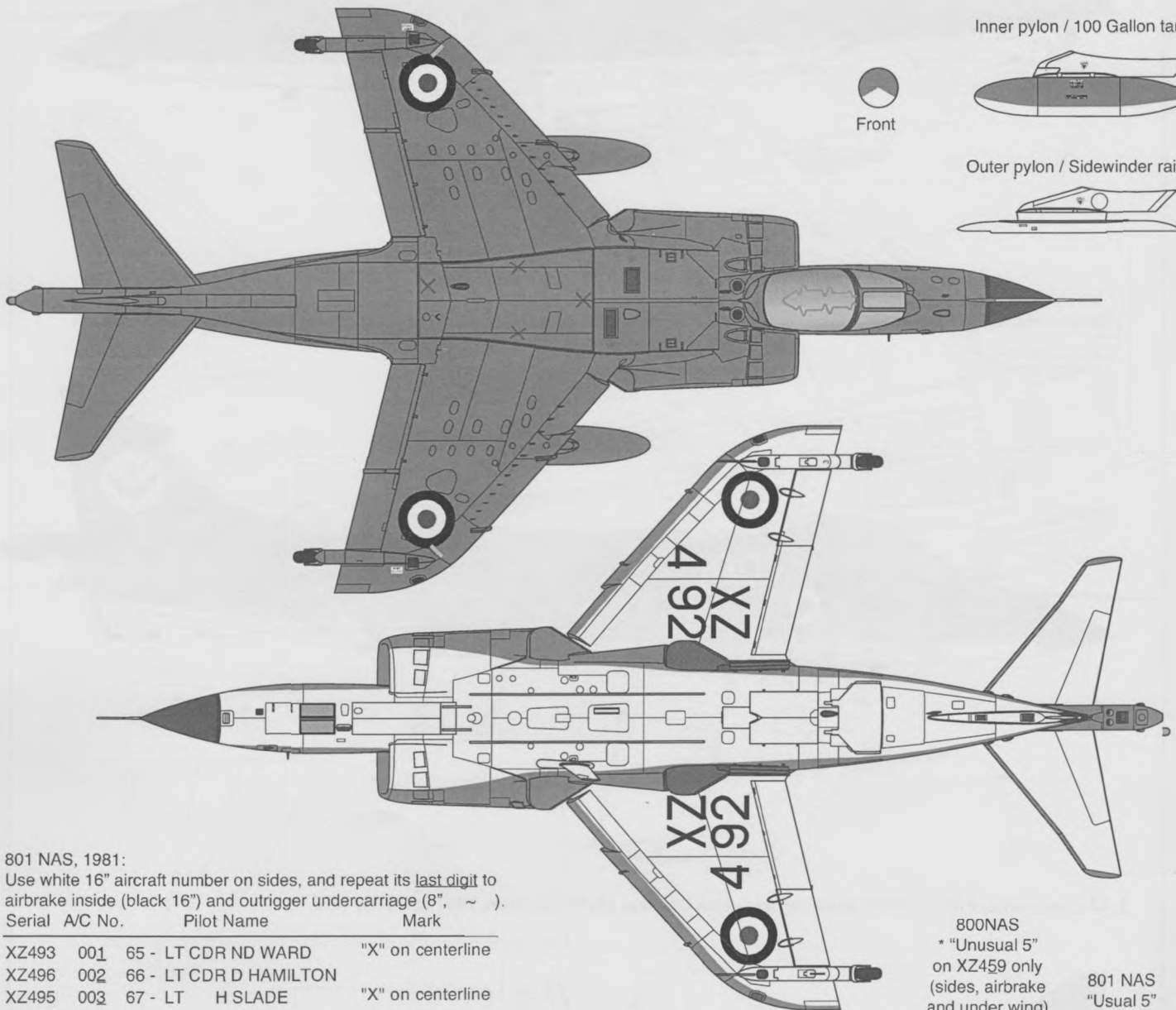
- BS 381C - 640 Extra Dark Sea Grey
- Satin White

Yellow bar markings on top of wing for initial schemes 1980 to April 1982 for: XZ452, XZ453, XZ457, XZ459, XZ460, XZ492, XZ493, XZ495, XZ496, XZ498. After April 1982, only kept on XZ452, XZ457 and XZ496; others overpainted EDSG

800 NAS, 1981 to Mar. 1982:

Use white 12" aircraft number on sides, and repeat its last digit to airbrake inside (black 12") and outrigger undercarriage (3").

| Serial | A/C No. | Pilot Name              | Mark              |
|--------|---------|-------------------------|-------------------|
| XZ492  | 123     | 60 - LT CDR AD AULD     | "X" on centerline |
| XZ458  | 124     | 61 - LT CDR MS BLISSETT |                   |
| XZ459  | 125     | 62 - LT CDR GJ RAMSAY   | UNUSUAL 5*        |
| XZ460  | 126     | 63 - FLT LT EH BALL     | "X" on centerline |
| XZ496  | 127     |                         |                   |
| XZ500  | 130     | 64 - LT M HALE          |                   |



801 NAS, 1981:

Use white 16" aircraft number on sides, and repeat its last digit to airbrake inside (black 16") and outrigger undercarriage (8", ~ ).

| Serial | A/C No. | Pilot Name             | Mark              |
|--------|---------|------------------------|-------------------|
| XZ493  | 001     | 65 - LT CDR ND WARD    | "X" on centerline |
| XZ496  | 002     | 66 - LT CDR D HAMILTON |                   |
| XZ495  | 003     | 67 - LT H SLADE        | "X" on centerline |
| ZA175  | 004     |                        |                   |
| XZ498  | 005     |                        |                   |

800NAS  
\* "Unusual 5"  
on XZ459 only  
(sides, airbrake  
and under wing)

801 NAS  
"Usual 5"



| Serial | A/C No.   | Pilot Name | Mark |
|--------|-----------|------------|------|
|        | ~'81 '81~ |            |      |

899 NAS, 1981:

Use white 12" aircraft number on cockpit sides.

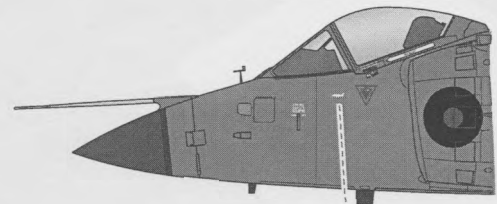
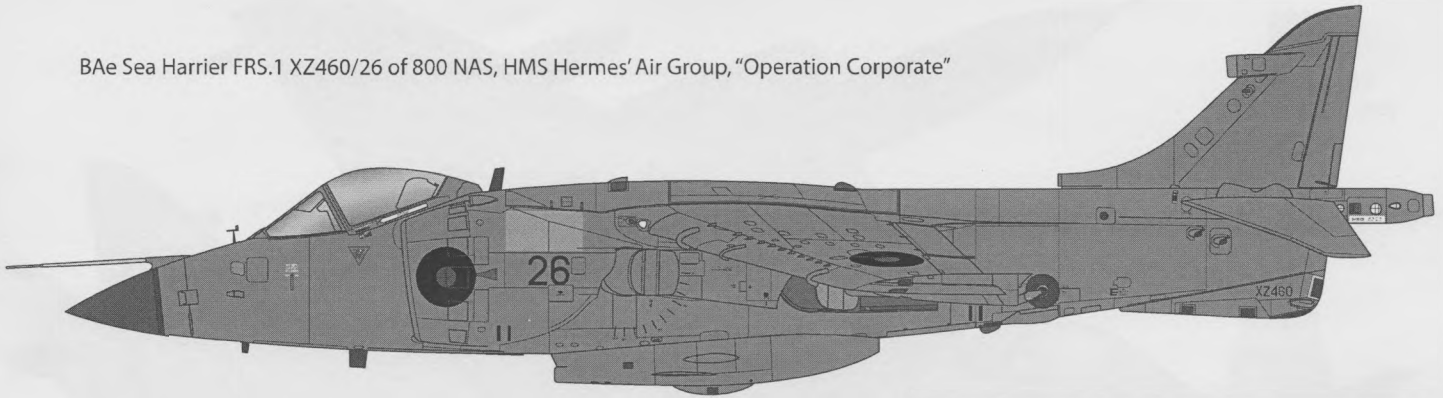
No airbrake / outrigger number.

|       |     |     |                                |                            |
|-------|-----|-----|--------------------------------|----------------------------|
| XZ451 | 100 | 710 | 68 - LT CDR / NW THOMAS        | 899 Zap                    |
| XZ452 | 101 | 711 | 69 - FLT LT PC BARTON          |                            |
| XZ455 | 102 | 712 | 70 - LT CDR / RSG KENT         | 899 Zap                    |
| XZ456 | 103 | 713 |                                | 899 ZAP / 3F Zap           |
| XZ457 | 104 | 714 | 71 - LTCDR M BROADWATER ON 714 | "X" on centerline, 899 Zap |
| XZ453 | 105 | 715 | 72 - FLTLT / A PENFOLD ON 105  |                            |
| XZ494 | 106 | 716 | 73 - MAJ W MCATEE USMC         | "X" on centerline, 899 Zap |
| ZA191 |     | 718 |                                | No "Mailed Fist" on fin    |

**1/48 SCALE AIRCRAFT SERIES NO. K48138**

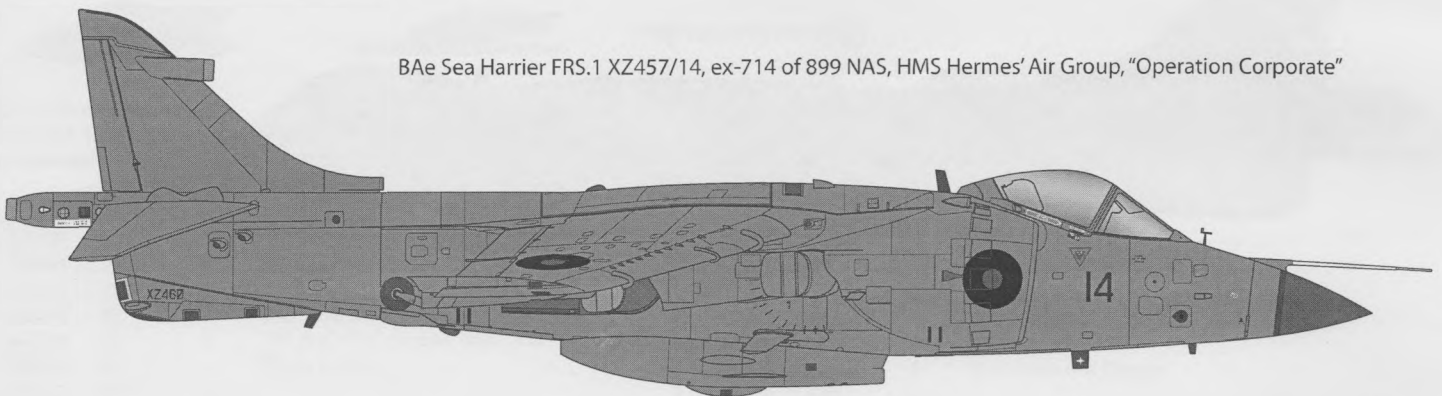
4. BAe Sea Harrier FRS.1s of HMS Hermes' Air Group, "Operation Corporate" - The Falklands / Malvinas War, South Atlantic, Apr-Jun 1982. Aircraft, pilots and maintenance crews from 899 NAS were attached to 800 NAS on board HMS Hermes. While sailing south all white undersides, the first number of their side codes, pilot's names and all fin markings were overpainted Extra Dark Sea Gray (EDSG, by brush!); the white areas of the roundels being overpainted roundel blue. The newly painted EDSG and blue areas were slightly lighter than the original colours. Only a few underside stencil markings survived the overpainting. 12" high airbrake numbers were applied in black.

BAe Sea Harrier FRS.1 XZ460/26 of 800 NAS, HMS Hermes' Air Group, "Operation Corporate"



Killmark Location

BAe Sea Harrier FRS.1 XZ457/14, ex-714 of 899 NAS, HMS Hermes' Air Group, "Operation Corporate"

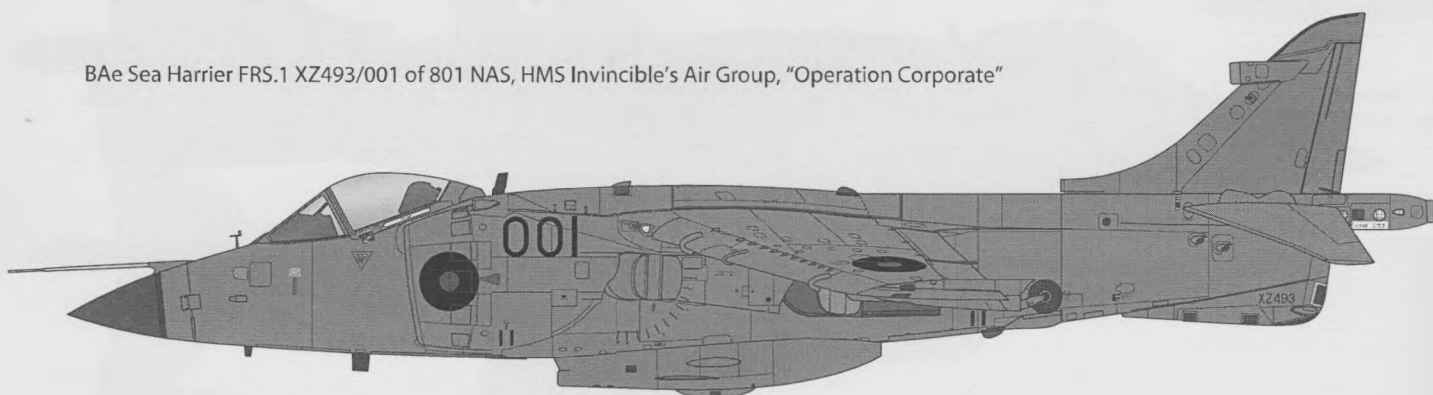


BS 381C - 640 Extra Dark Sea Grey

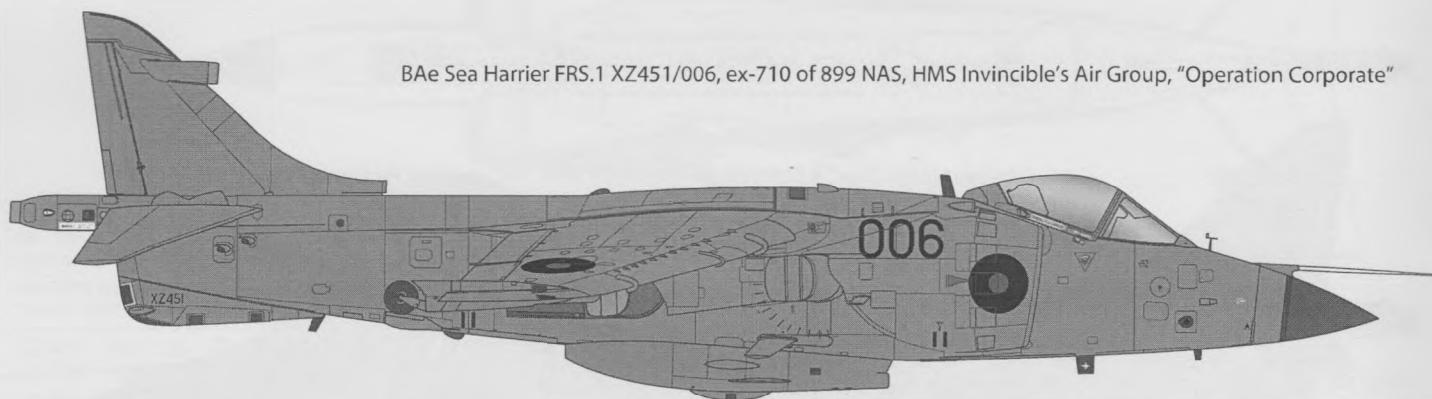
**1/48 SCALE AIRCRAFT SERIES NO. K48138**

5. BAe Sea Harrier FRS.1s of HMS Invincible's Air Group, "Operation Corporate" - The Falklands / Malvinas War, South Atlantic, Apr-Jun 1982. Aircrafts, pilots and maintenance crews from 899 NAS were also attached to 801 NAS on board HMS Invincible. While sailing south all white undersides, pilot's names and all fin markings were oversprayed Extra Dark Sea Gray; the white areas of the roundels being oversprayed roundel blue. Unlike with Hermes' Sea Harriers, it was impossible to distinguish the newly painted areas. Underside stencils appear to have been re-applied. The white side codes were overpainted roundel blue, and in the same color and height (16") to airbrake.

BAe Sea Harrier FRS.1 XZ493/001 of 801 NAS, HMS Invincible's Air Group, "Operation Corporate"



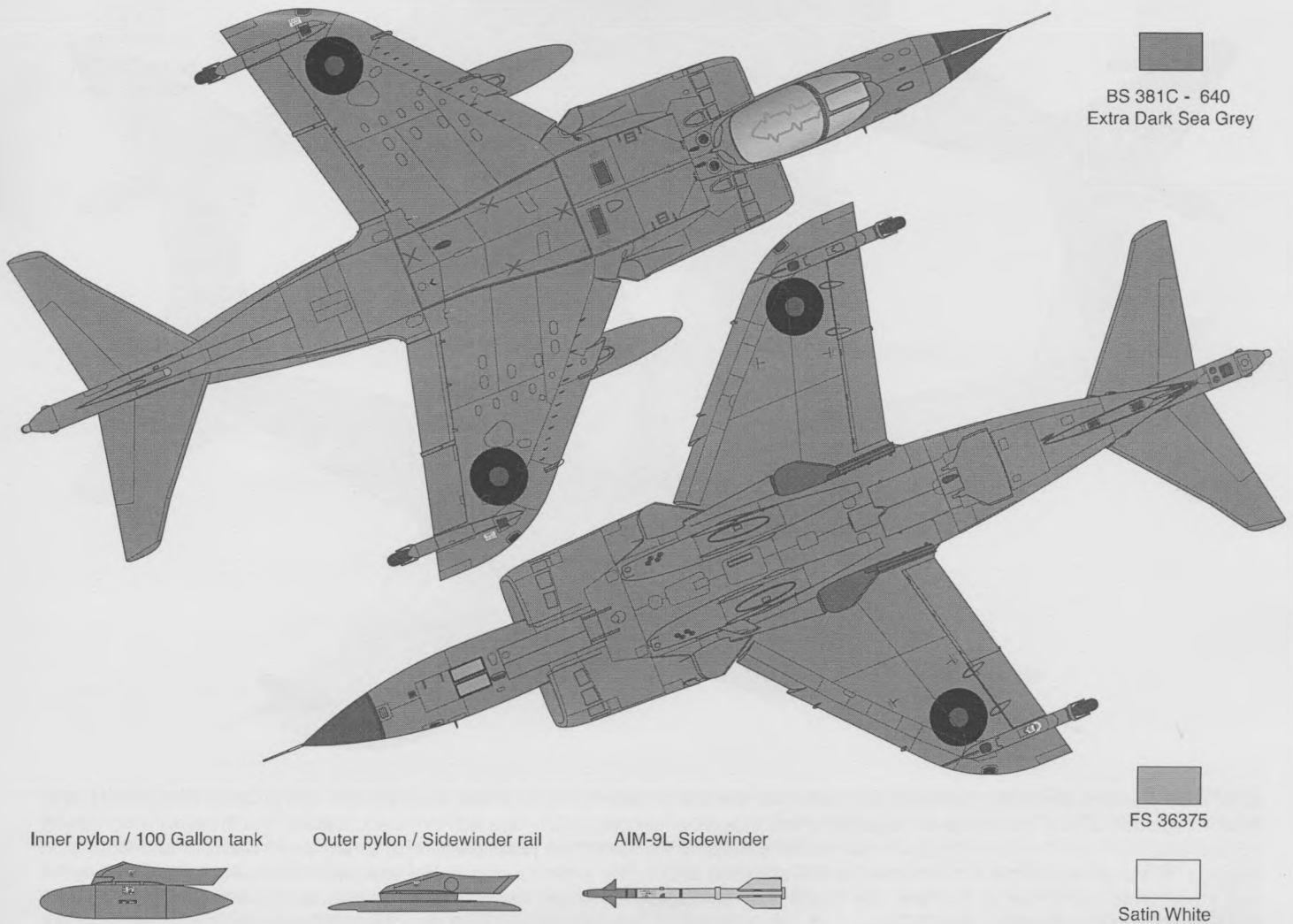
BAe Sea Harrier FRS.1 XZ451/006, ex-710 of 899 NAS, HMS Invincible's Air Group, "Operation Corporate"



BS 381C - 640 Extra Dark Sea Grey



5. BAe Sea Harrier FRS.1s of HMS Invincible's Air Group, "Operation Corporate" - The Falklands / Malvinas War, South Atlantic, Apr-Jun 1982. Aircrafts, pilots and maintenance crews from 899 NAS were also attached to 801 NAS on board HMS Invincible. While sailing south all white undersides, pilot's names and all fin markings were oversprayed Extra Dark Sea Gray; the white areas of the roundels being oversprayed roundel blue. Unlike with Hermes' Sea Harriers, it was impossible to distinguish the newly painted areas. Underside stencils appear to have been re-applied. The white side codes were overpainted roundel blue, and in the same color and height (16") to airbrake.



800 NAS on Hermes, 1982:

Use black 12" aircraft number on sides, and some aircraft had the last digit to airbrake inside. Numbers on outrigger undercarriage has been overpainted.

| Serial | A/C No. | Airbrake | Note (on their return to UK)  |
|--------|---------|----------|---|
| XZ492  | 23      | 3        | One Skyhawk killmark  |
| XZ459  | 25      | 5        | "Unusual 5" on sides and airbrake   |
| XZ460  | 26      | 6        |   |
| XZ496  | 27      | 7        | One Skyhawk killmark  |
| XZ500  | 30      | 0        | "30" and "0" in roundel blue, One A-4 killmark                              |
| XZ450  | 50      | -        | "X" on center   |
| ZA192  | 92      | -        |   |
| ZA193  | 93      | -        | "93" in roundel blue, Underwing roundel not repainted. One Dagger killmark. |

Ex-899 NAS aircraft on Hermes, 1982: Same with 800 NAS aircraft, except the number location of cockpit sides.

| Serial | A/C No. | Airbrake | Note (on their return to UK)               |
|--------|---------|----------|--|
| XZ455  | 12      | 2        | Transferred to HMS Invincible became "000" |
| XZ457  | 14      | 4        | One A-4, two Dagger killmark               |
| XZ494  | 16      | -        | Transferred to HMS Invincible as "008"     |
| ZA191  | 18      | 8        | Carried two 1,000lbs Paveway LGB           |

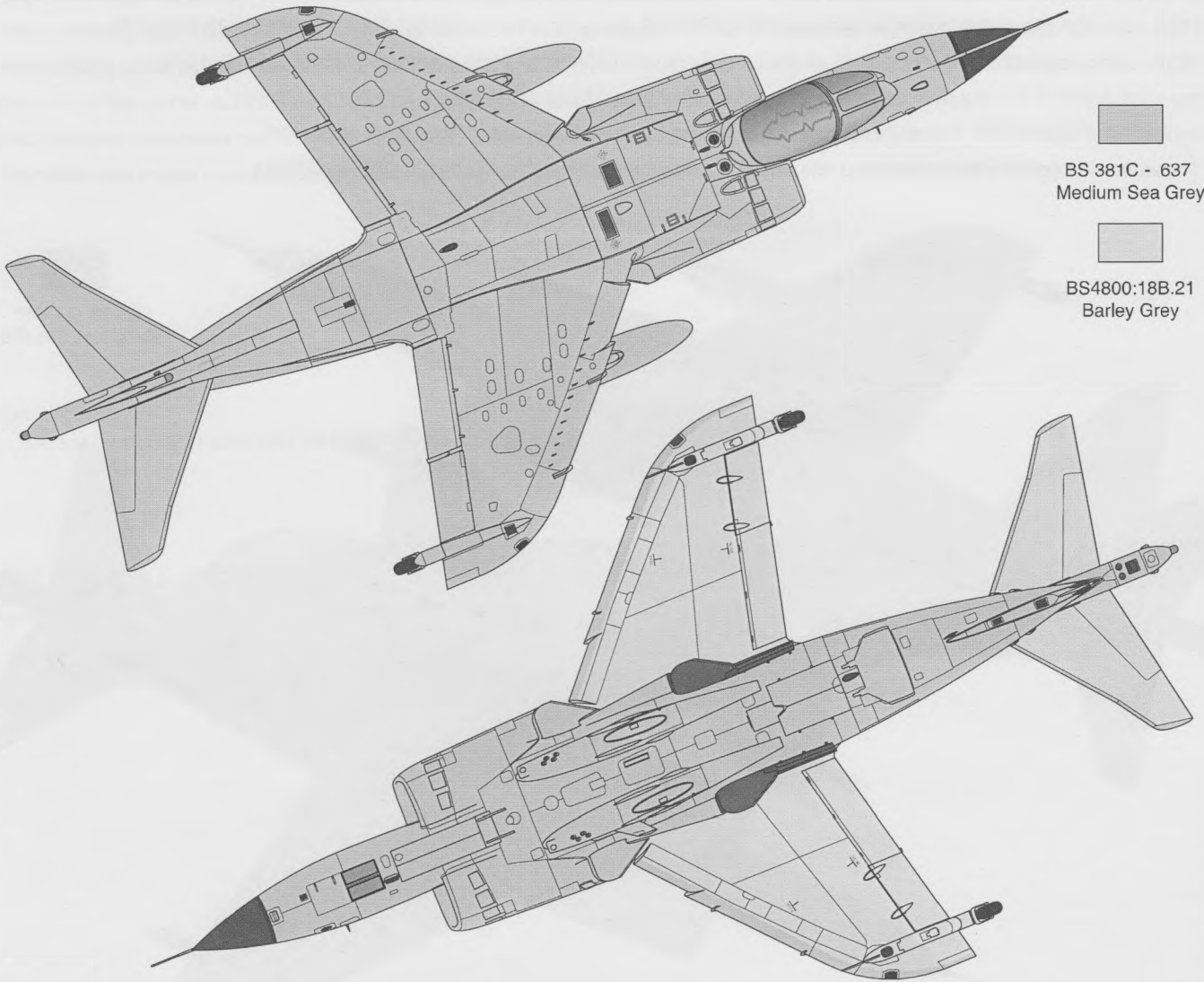
801 NAS on Invincible, 1982:

Use roundel blue 16" aircraft number on sides and airbrake inside for the last digit. The last digit repeated on starboard outrigger undercarriage door in 8" white numbers.

| Serial | A/C No. | Airbrake & Outrigger | Note (on their return to UK)  |
|--------|---------|----------------------|---|
| XZ455  | 000     | 0                    | Transferred from HMS Hermes on 2, Jul, 1982<br>No stencils on cockpit sides |
| XZ493  | 001     | 1                    | "X" on center   |
| XZ495  | 003     | 3                    | "X" on center   |
| ZA175  | 004     | 4                    | Shot down one Dagger  |
| XZ498  | 005     | 5                    |   |

Ex-899 NAS aircraft on Invincible, 1982: The same scheme as 801 NAS.

| Serial | A/C No. | Airbrake & Outrigger | Note (on their return to UK)   |
|--------|---------|----------------------|--|
| XZ451  | 006     | 6                    | Victory against a Dagger and a Hercules  |
| XZ452  | 007     | 7                    | Victory against a Mirage IIIIEA<br>Missing in action on 6, May.                |
| XZ456  | 008     | 8                    | Shot down by Roland missile on 1, Jun.   |
| XZ453  | 009     | 9                    | Damaged a Mirage IIIIEA that failed to return.<br>Missing in action on 6, May. |



BS 381C - 637  
Medium Sea Grey

BS4800:18B.21  
Barley Grey

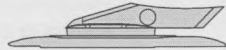
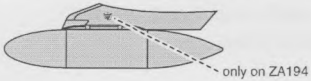
After HMS Hermes and HMS Invincible had sailed for the South Atlantic, all available Sea Harriers and pilots in the UK moved to RNAS Yeovilton where 809 Naval Air Squadron was stood up to form a new Sea Harrier Headquarters and Training Unit; taking on that role from 899 NAS. A decision was made to respray the aircraft in paler greys with toned down national and Squadron insignia to better equip them for combat at the altitudes and in the weather conditions expected in the South Atlantic. In the event the pilots found that at low and mid-levels over land and sea, where many of the combats took place, the paler SHARs were much more visible than the EDSG aircraft, which blended in superbly well with the sea and Falklands land colours. 809's SHARs flew out to Ascension Island and then sailed south on the Atlantic Conveyor, from where they flew to the carriers in mid-May. On the carriers they were given side codes and had their fin markings overpainted. Aircrafts of 809 NAS were equipped of the probe lights, on the root of port wing.

Inner pylon / 100 Gallon tank

Outer pylon / Sidewinder rail

AIM-9L Sidewinder

FS 36375



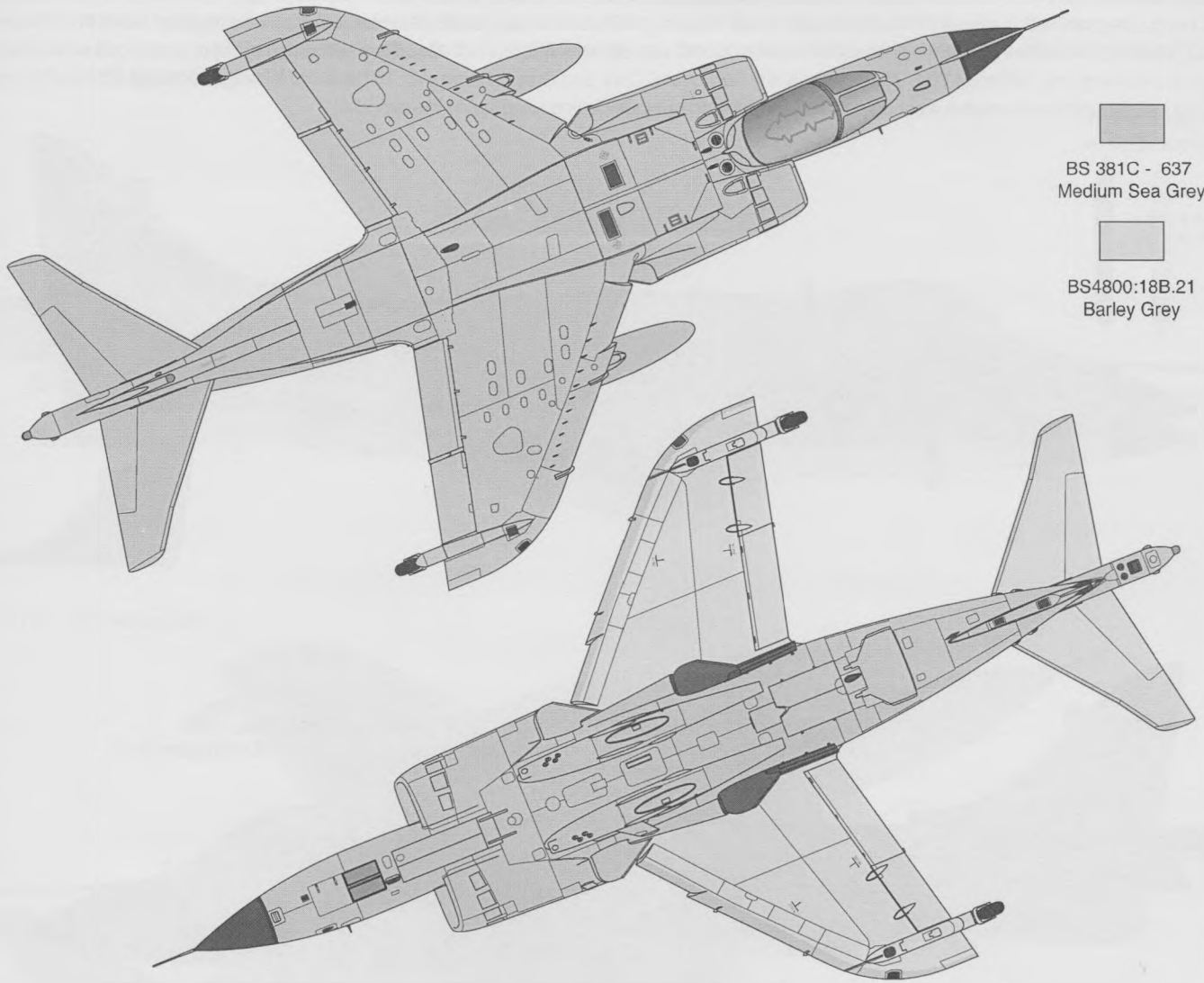
Satin White

ex-809 NAS aircrafts on HMS Hermes, 1982:  
Use black 12" non-standard numbers ( ~ ) on sides,

| Serial | A/C No. | Serial | Note   |
|--------|---------|--------|--|
| XZ499  | 99      | 3"     | Destroyed an A-4 but a Mirage is drawn for killmark  |
| ZA176  | 76      | 4"     |  |
| ZA177  | 77      | 3"     | Destroyed two A-4 but Mirages are drawn for killmark   |
| ZA194  | 94      | 4"     | Destroyed an A-4 but a Mirage is drawn for killmark<br>Still had 20" underwing serial in black |

ex-809 NAS aircrafts on HMS Invincible, 1982:  
Use pale blue 16" numbers on sides AND airbrake inside.  
Last digit repeated on outrigger in white 8" numbers and all aircraft had 3" serials.

| Serial | A/C No. | Airbrake & outrigger | Note                        |
|--------|---------|----------------------|-----------------------------|
| ZA174  | 000     | 0                    | Operational loss on 29, May |
| XZ491  | 002     | 2                    |                             |
| XZ458  | 007     | 7                    |                             |
| ZA190  | 009     | 9                    | Destroyed two Daggers       |

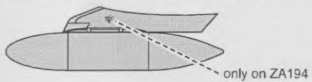


BS 381C - 637  
Medium Sea Grey

BS4800:18B.21  
Barley Grey

After HMS Hermes and HMS Invincible had sailed for the South Atlantic, all available Sea Harriers and pilots in the UK moved to RNAS Yeovilton where 809 Naval Air Squadron was stood up to form a new Sea Harrier Headquarters and Training Unit; talking on that role from 899 NAS. A decision was made to respray the aircraft in paler greys with toned down national and Squadron insignia to better equip them for combat at the altitudes and in the weather conditions expected in the South Atlantic. In the event the pilots found that at low and mid-levels over land and sea, where many of the combats took place, the paler SHARs were much more visible than the EDSG aircraft, which blended in superbly well with the sea and Falklands land colours. 809's SHARs flew out to Ascension Island and then sailed south on the Atlantic Conveyor, from where they flew to the carriers in mid-May. On the carriers they were given side codes and had their fin markings overpainted. Aircrafts of 809 NAS were equipped of the probe lights, on the root of port wing.

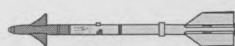
Inner pylon / 100 Gallon tank



Outer pylon / Sidewinder rail



AIM-9L Sidewinder



FS 36375

Satin White

ex-809 NAS aircrafts on HMS Hermes, 1982:

Use black 12" non-standard numbers ( ~ ) on sides,

| Serial | A/C No. | Serial | Note   |
|--------|---------|--------|--|
| XZ499  | 99      | 3"     | Destroyed an A-4 but a Mirage is drawn for killmark  |
| ZA176  | 76      | 4"     |  |
| ZA177  | 77      | 3"     | Destroyed two A-4 but Mirages are drawn for killmark   |
| ZA194  | 94      | 4"     | Destroyed an A-4 but a Mirage is drawn for killmark<br>Still had 20" underwing serial in black |

ex-809 NAS aircrafts on HMS Invincible, 1982:

Use pale blue 16" numbers on sides AND airbrake inside.

Last digit repeated on outrigger in white 8" numbers and all aircraft had 3" serials.

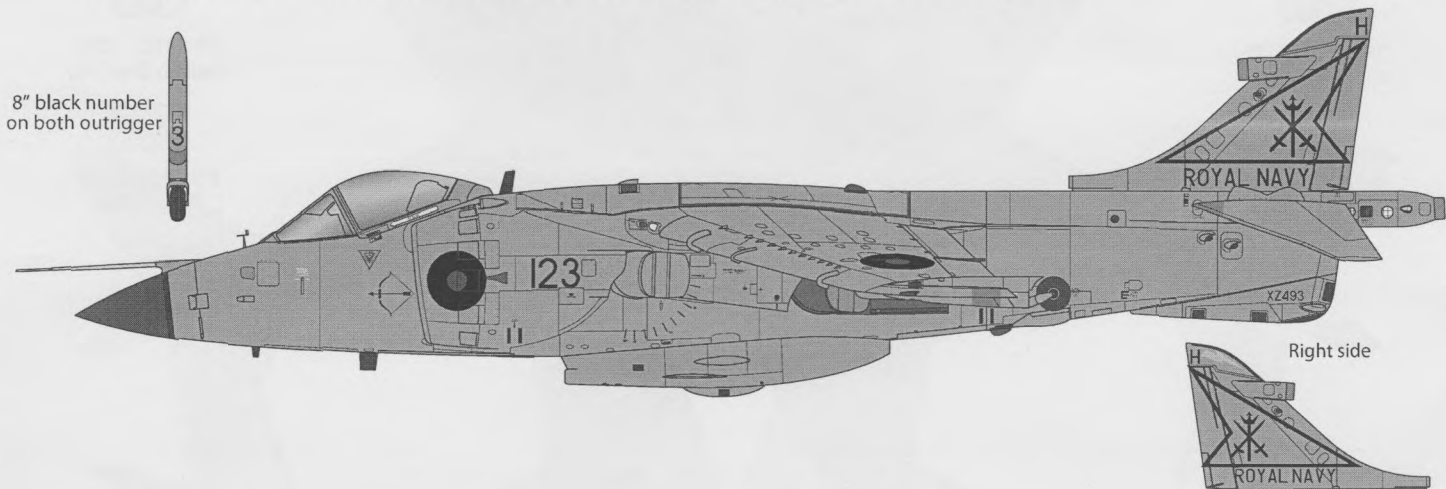
| Serial | A/C No. | Airbrake & outrigger | Note                        |
|--------|---------|----------------------|-----------------------------|
| ZA174  | 000     | 0                    | Operational loss on 29, May |
| XZ491  | 002     | 2                    |                             |
| XZ458  | 007     | 7                    |                             |
| ZA190  | 009     | 9                    | Destroyed two Daggers       |



**1/48 SCALE AIRCRAFT SERIES NO. K48138**

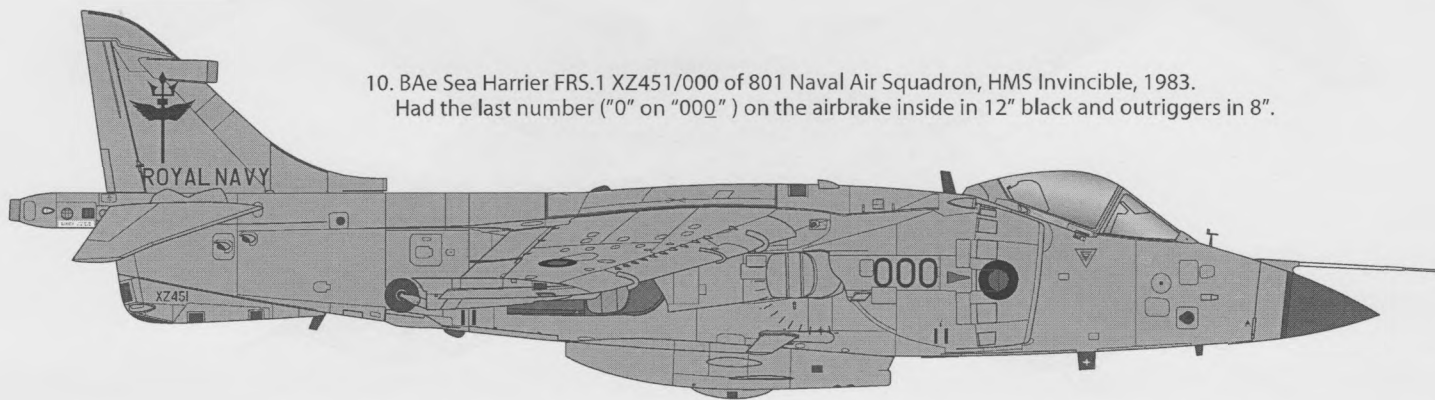
9. BAe Sea Harrier FRS.1 XZ493/H/123 of 800 Naval Air Squadron, "Exercise Arctic Express", HMS Hermes, 1983.

During Exercise Arctic Express off the Norwegian coast in Spring 1983, 338 Squadron Royal Norwegian Air Force 'zapped' XZ493/H/123 and XZ500/H/127 - the bow and arrow is from 338's crest. XZ493 was still overall Extra Dark Sea Grey with large out of proportion blue/red roundels as worn during the Falklands War. XZ500 was in the new overall Dark Sea Grey scheme with 16" blue/red fuselage roundels, 20" on the wings. The last digit of the side codes were carried in black on both outrigger fairings and inside the airbrake.



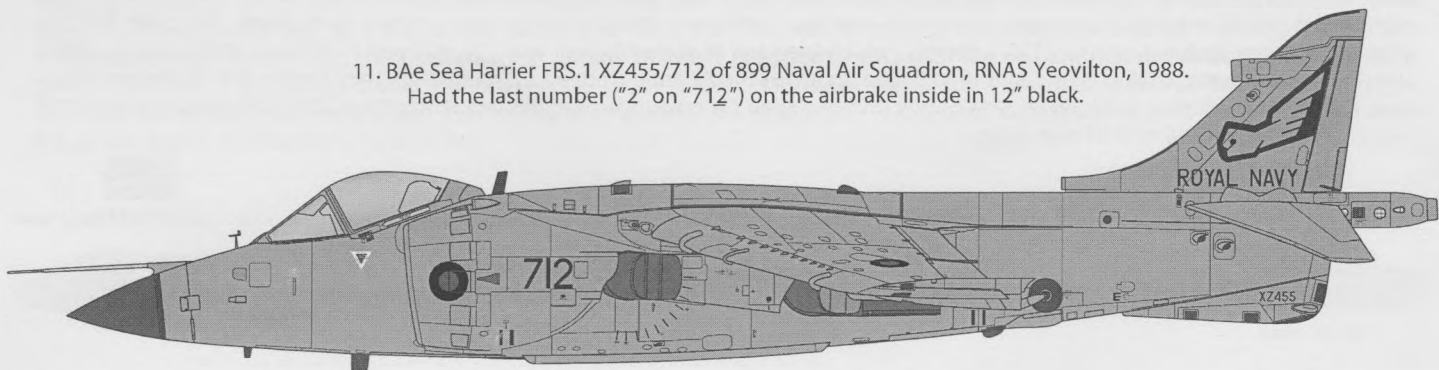
10. BAe Sea Harrier FRS.1 XZ451/000 of 801 Naval Air Squadron, HMS Invincible, 1983.

Had the last number ("0" on "000") on the airbrake inside in 12" black and outriggers in 8".

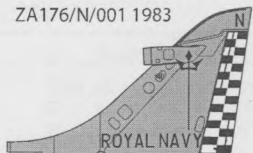


11. BAe Sea Harrier FRS.1 XZ455/712 of 899 Naval Air Squadron, RNAS Yeovilton, 1988.

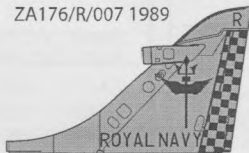
Had the last number ("2" on "712") on the airbrake inside in 12" black.



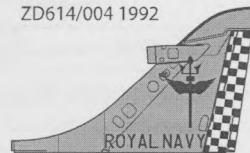
ZA176/N/001 1983



ZA176/R/007 1989



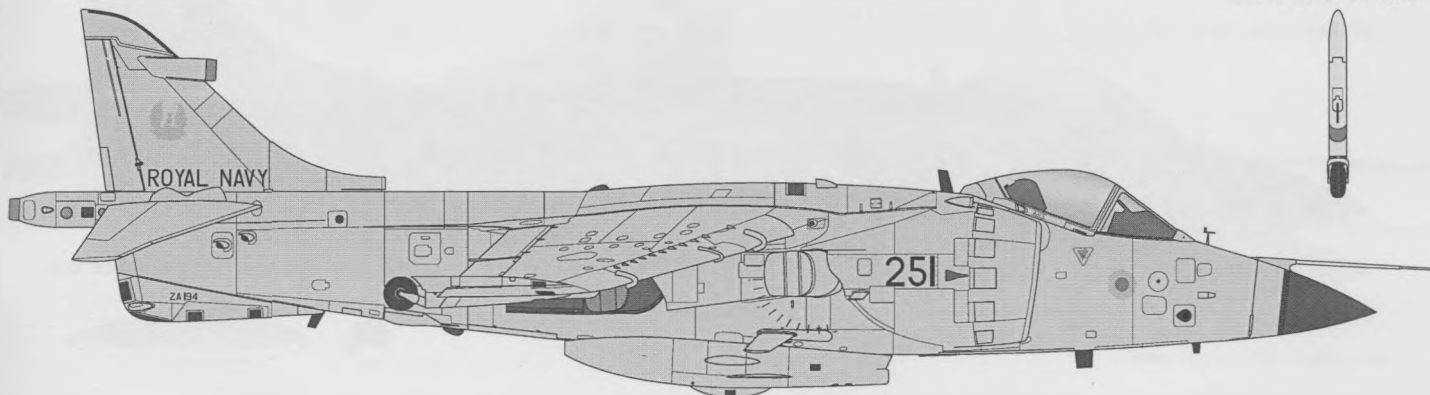
ZD614/004 1992





12. BAe Sea Harrier FRS.1 XZ491 of 809 NAS as seen at the RNAS Yeovilton Air Show on 31 July 1982 and then deployed to the South Atlantic with 809 NAS on board HMS Illustrious between August and December 1982, in DSG / BG scheme. For this deployment 809's side codes were in the 250~259 range and the aircraft also acquired names and minimalist nose art towards the end of the deployment.

8" black number  
on both outriggers



800 / 801 / 899 NAS aircrafts



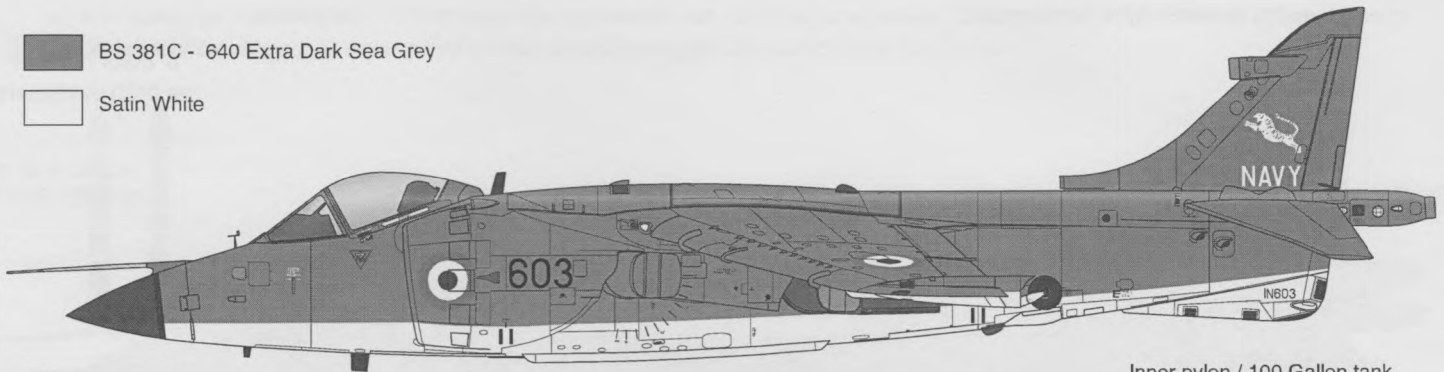
BS 381C - 638  
Dark Sea Grey

**1/48 SCALE AIRCRAFT SERIES NO.K48138**

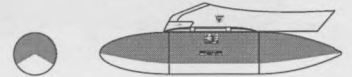
13. BAe Sea Harrier FR5.51s of 300 Indian Naval Air Squadron, 1983.

■ BS 381C - 640 Extra Dark Sea Grey

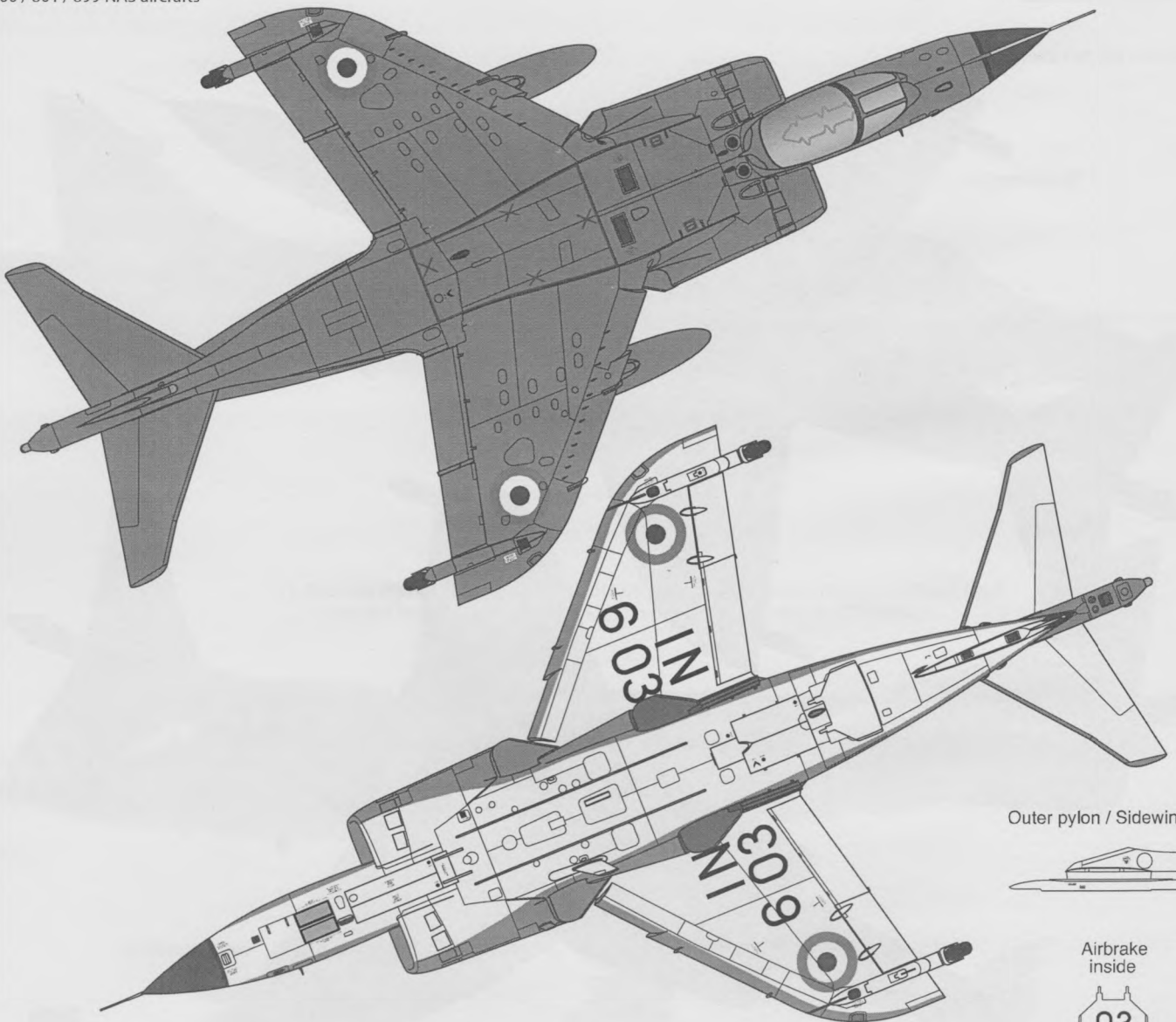
□ Satin White



Inner pylon / 100 Gallon tank



800 / 801 / 899 NAS aircrafts



Outer pylon / Sidewinder rail



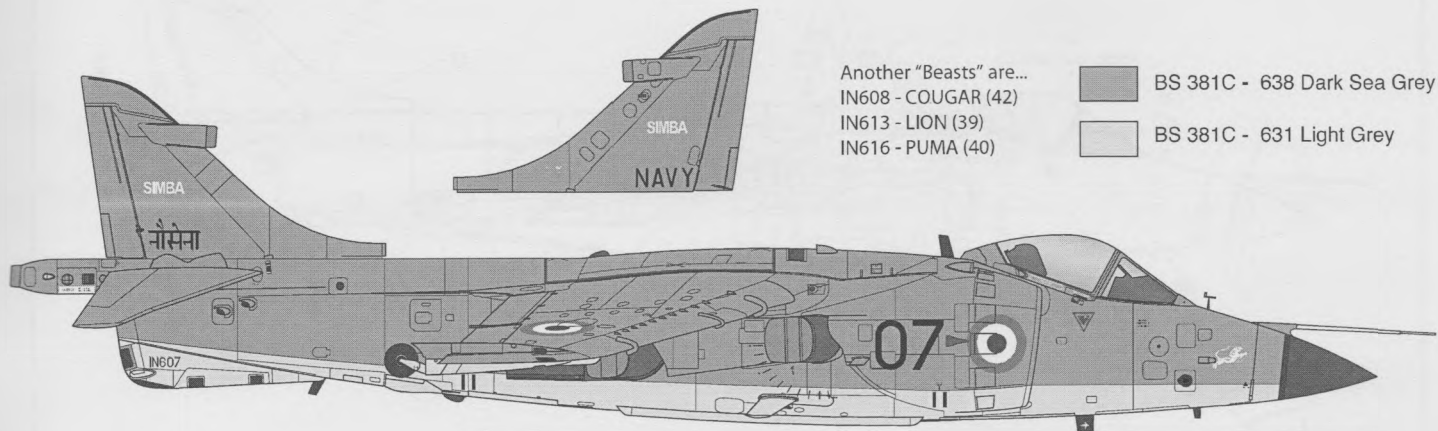
Airbrake  
inside



TWO digit in 12" black

**1/48 SCALE AIRCRAFT SERIES NO.K48138**

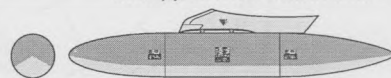
14. BAe Sea Harrier FRS.51s of 300 Indian Naval Air Squadron, 2005.



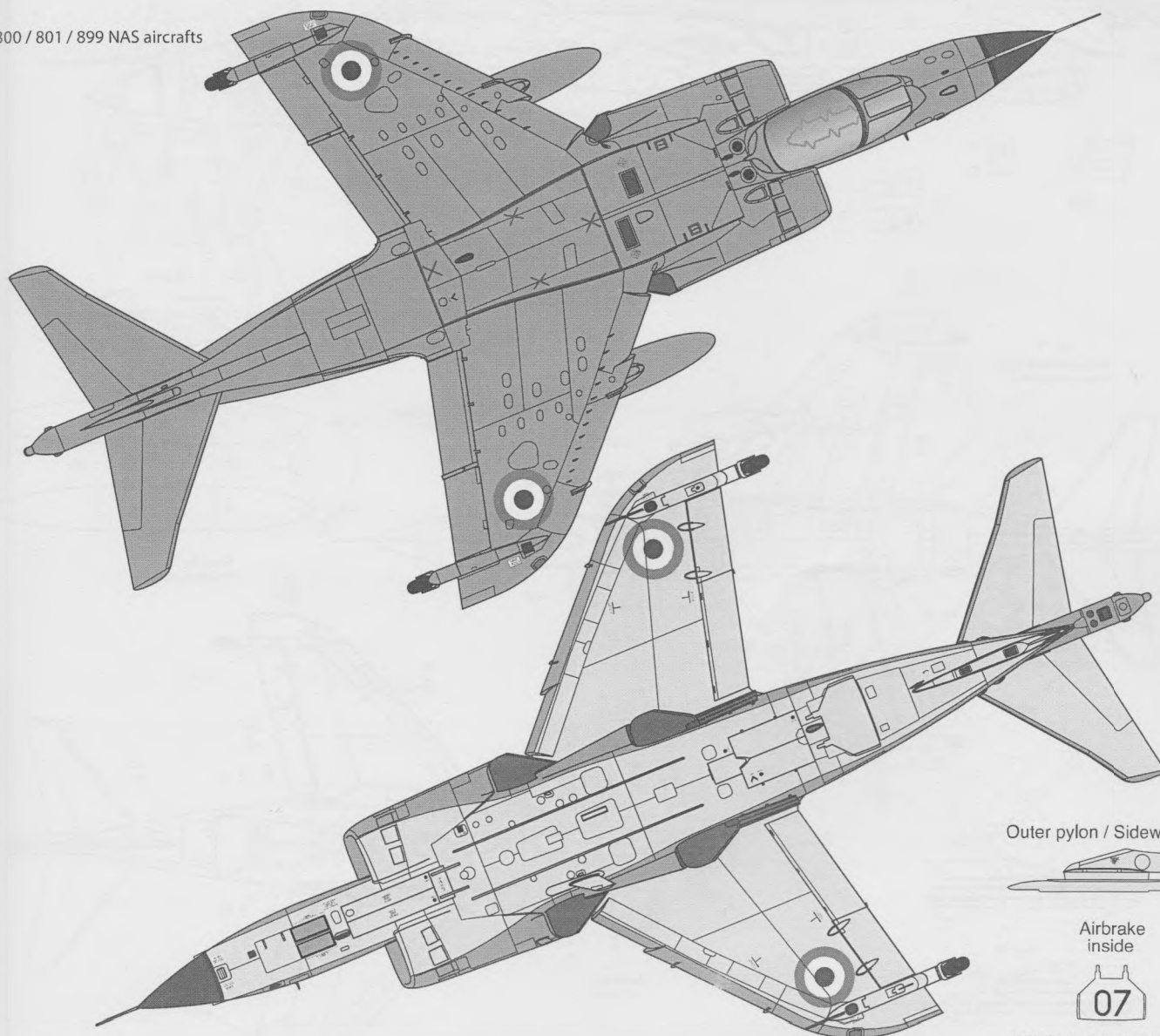
Another "Beasts" are...  
IN608 - COUGAR (42)  
IN613 - LION (39)  
IN616 - PUMA (40)

- BS 381C - 638 Dark Sea Grey
- BS 381C - 631 Light Grey

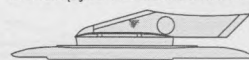
Inner pylon / 190 Gallon tank



800 / 801 / 899 NAS aircrafts



Outer pylon / Sidewinder rail

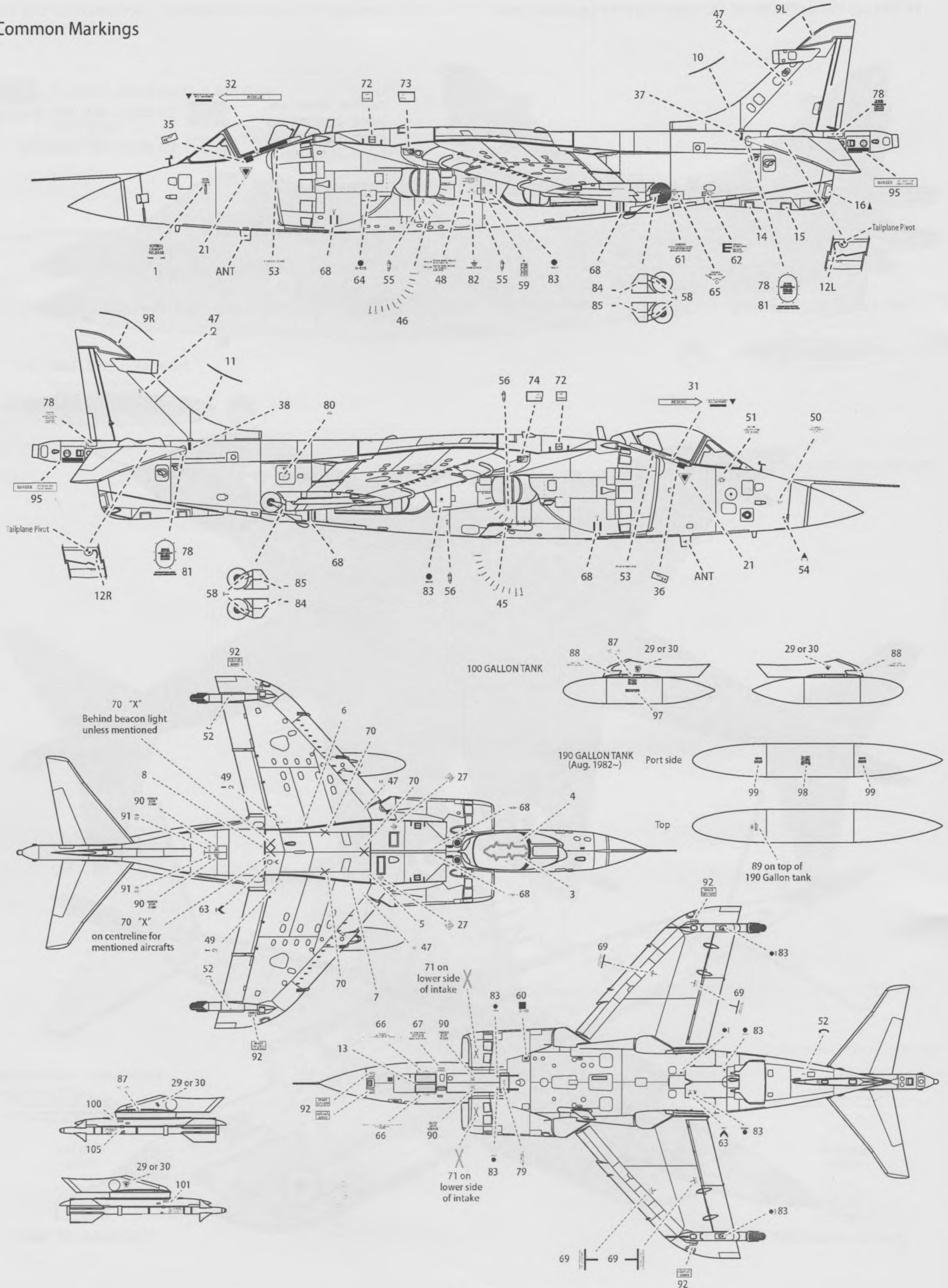


Airbrake inside



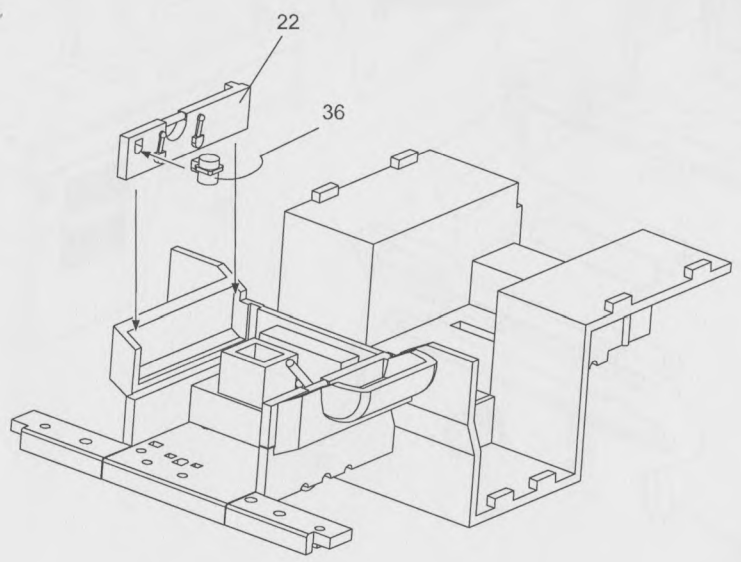
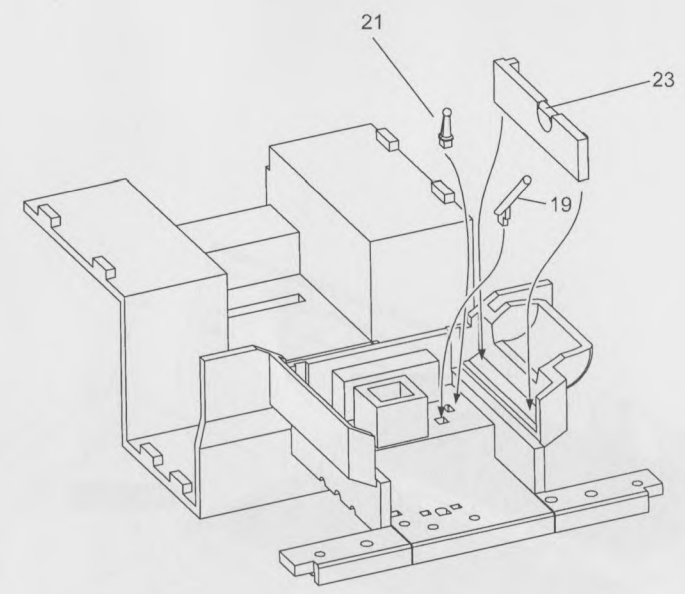
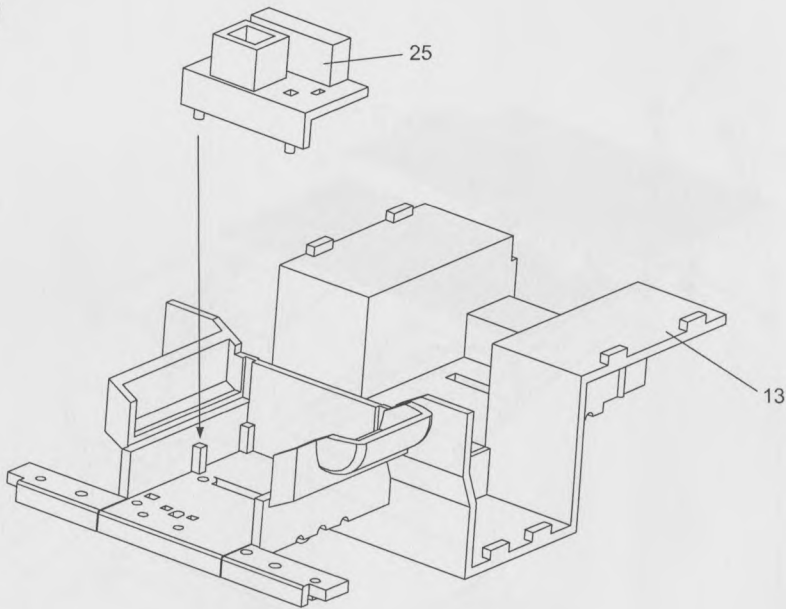
TWO digit in 12" black

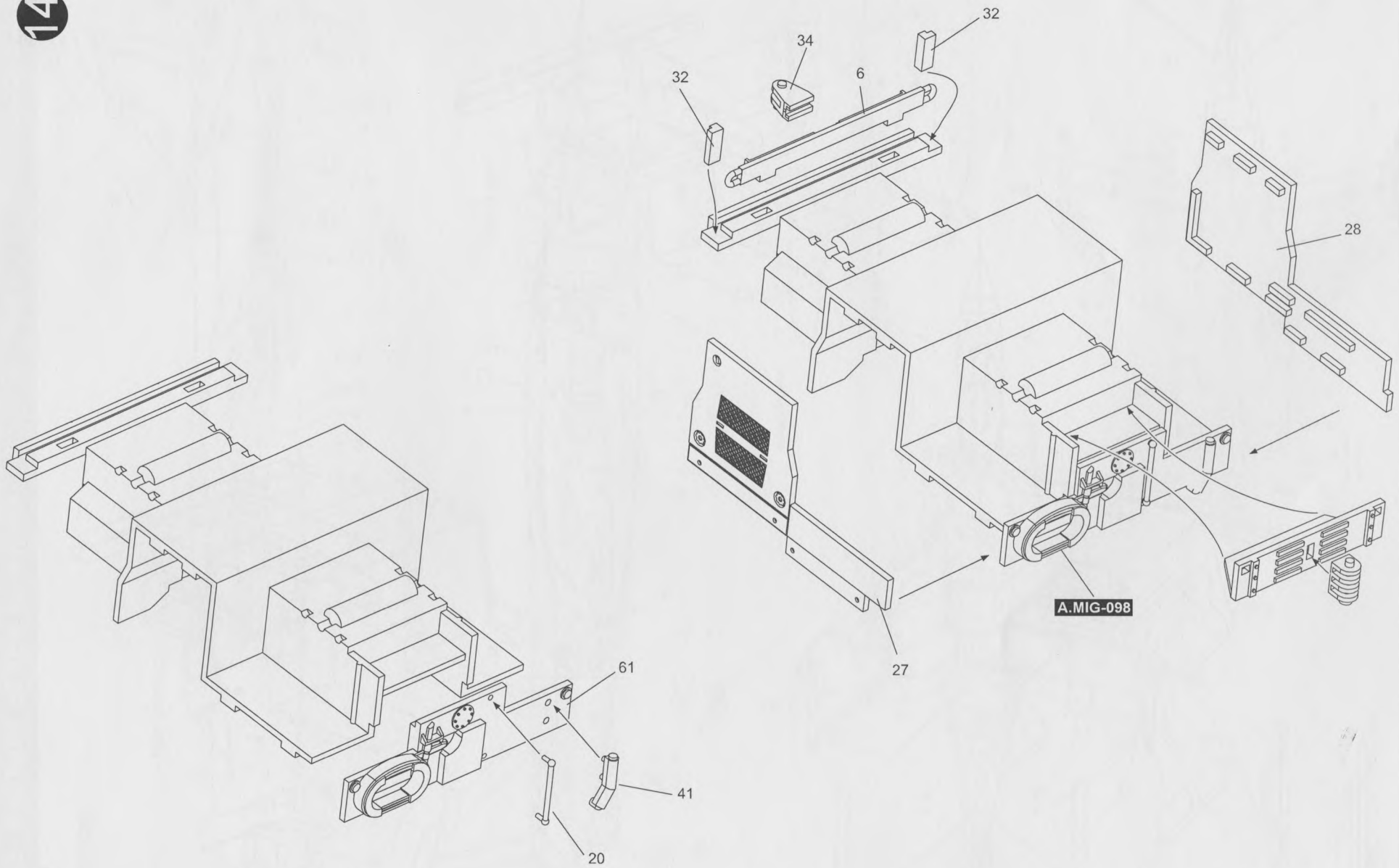
Common Markings

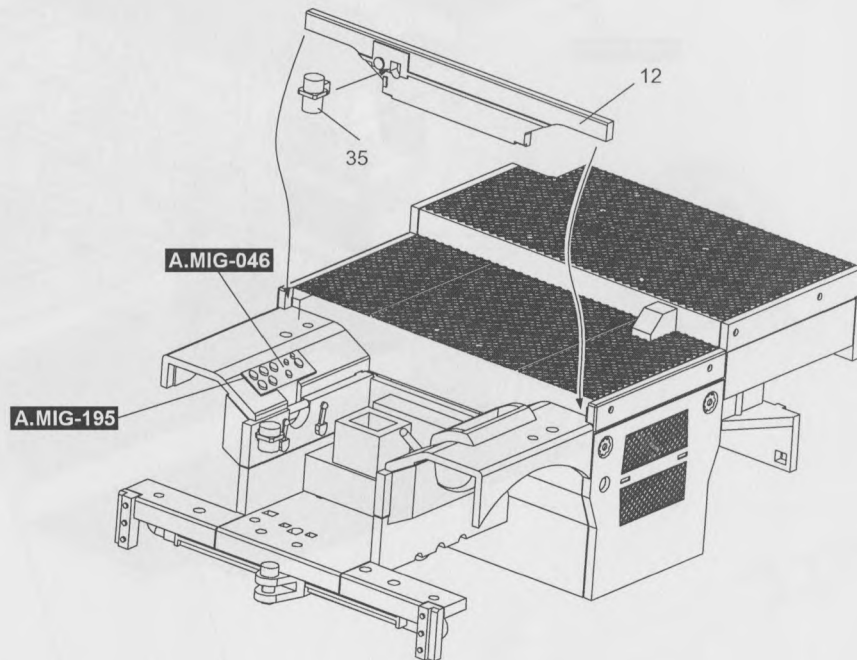
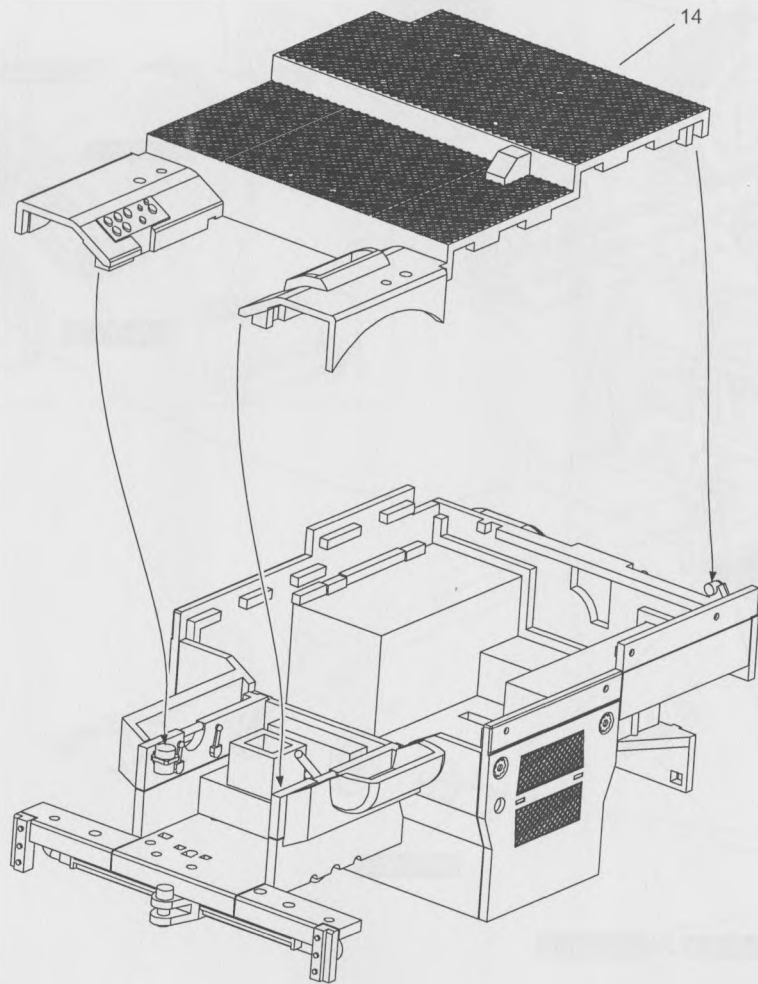


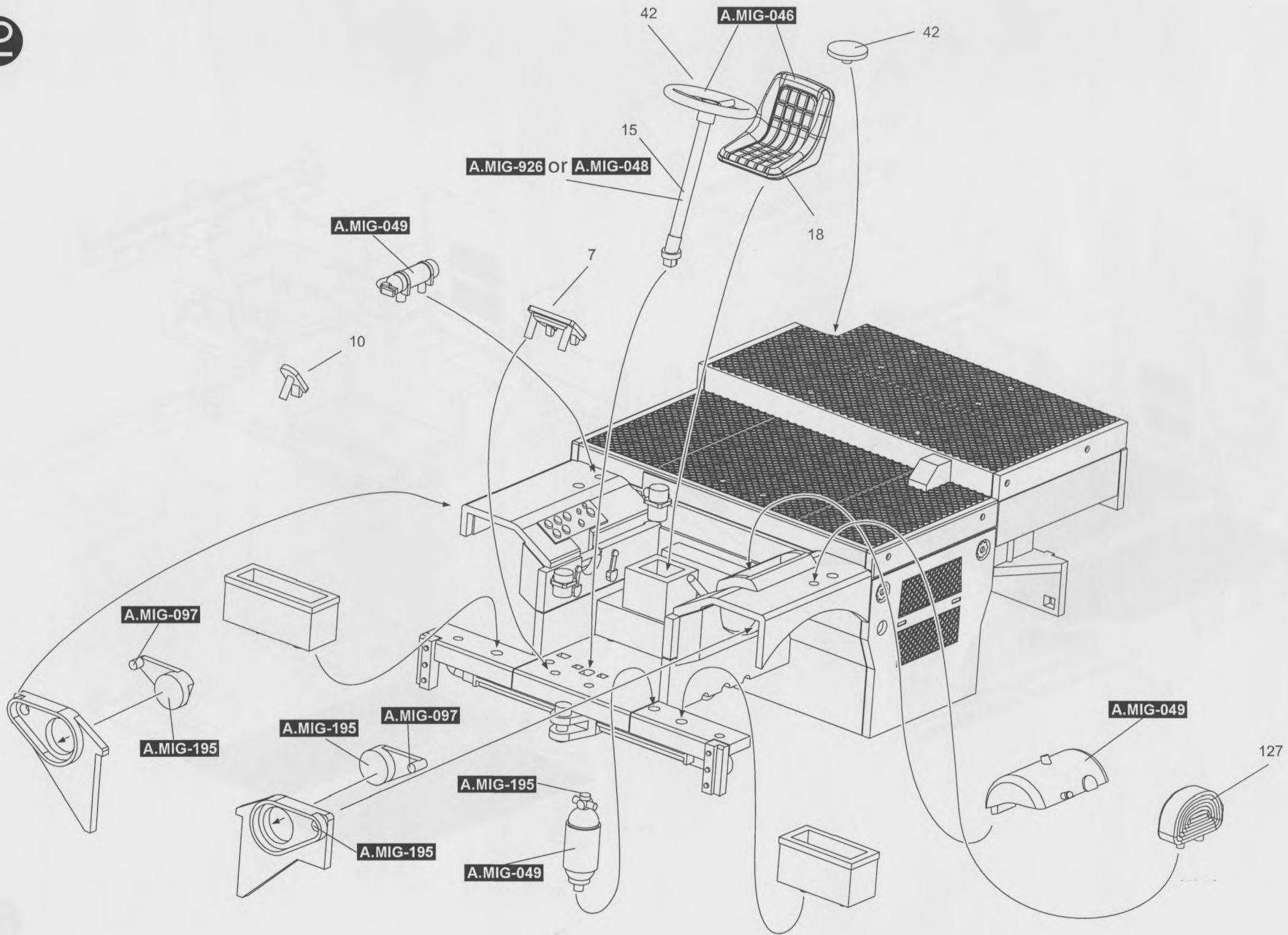


13







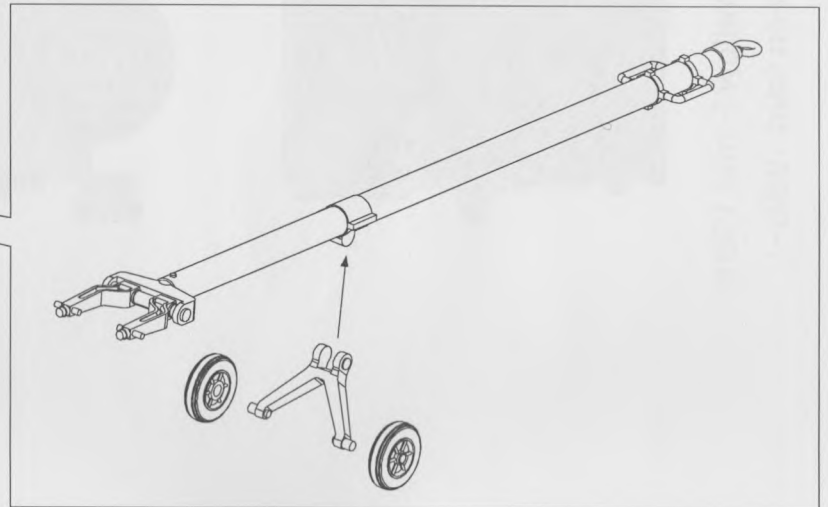
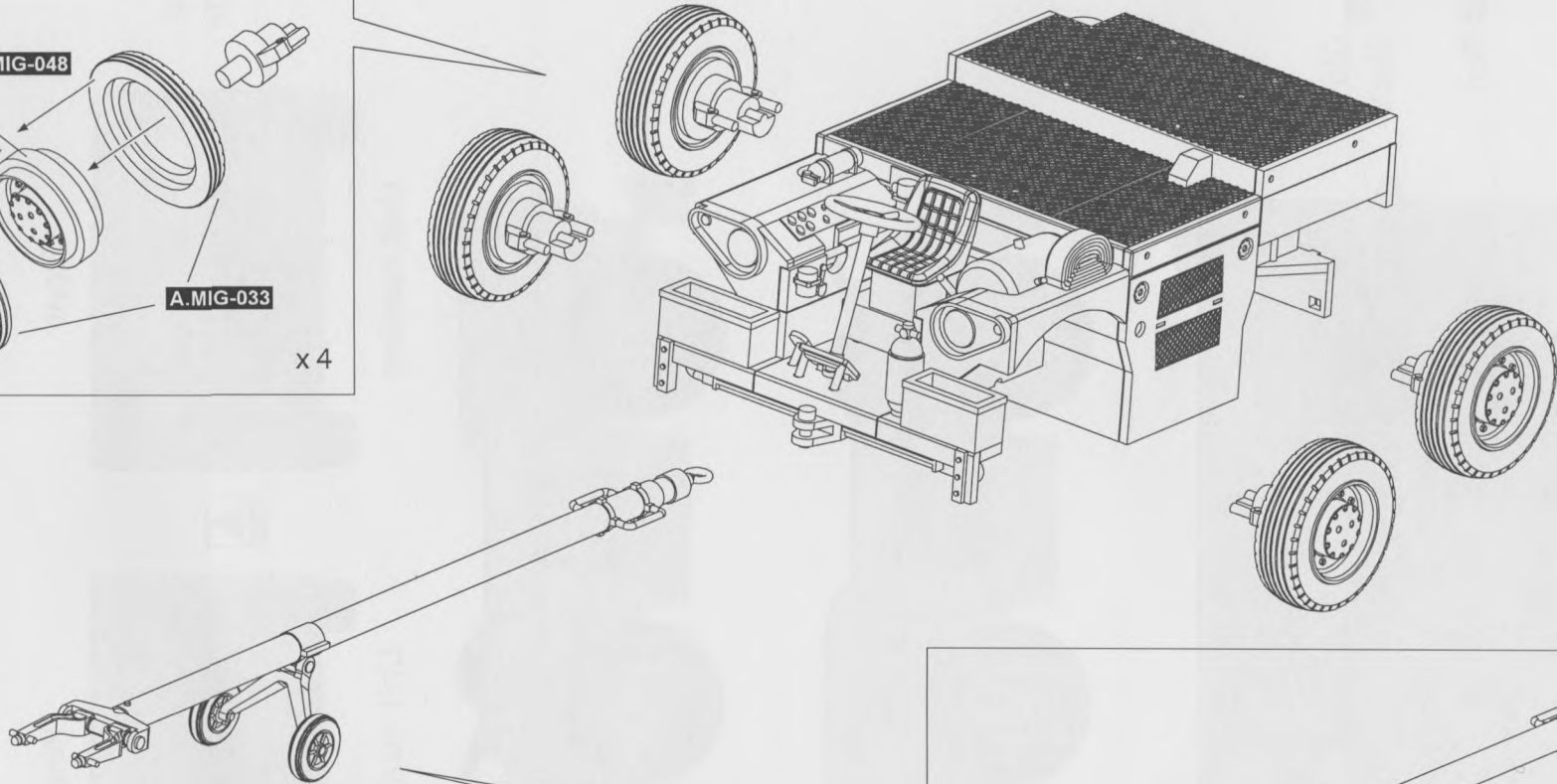




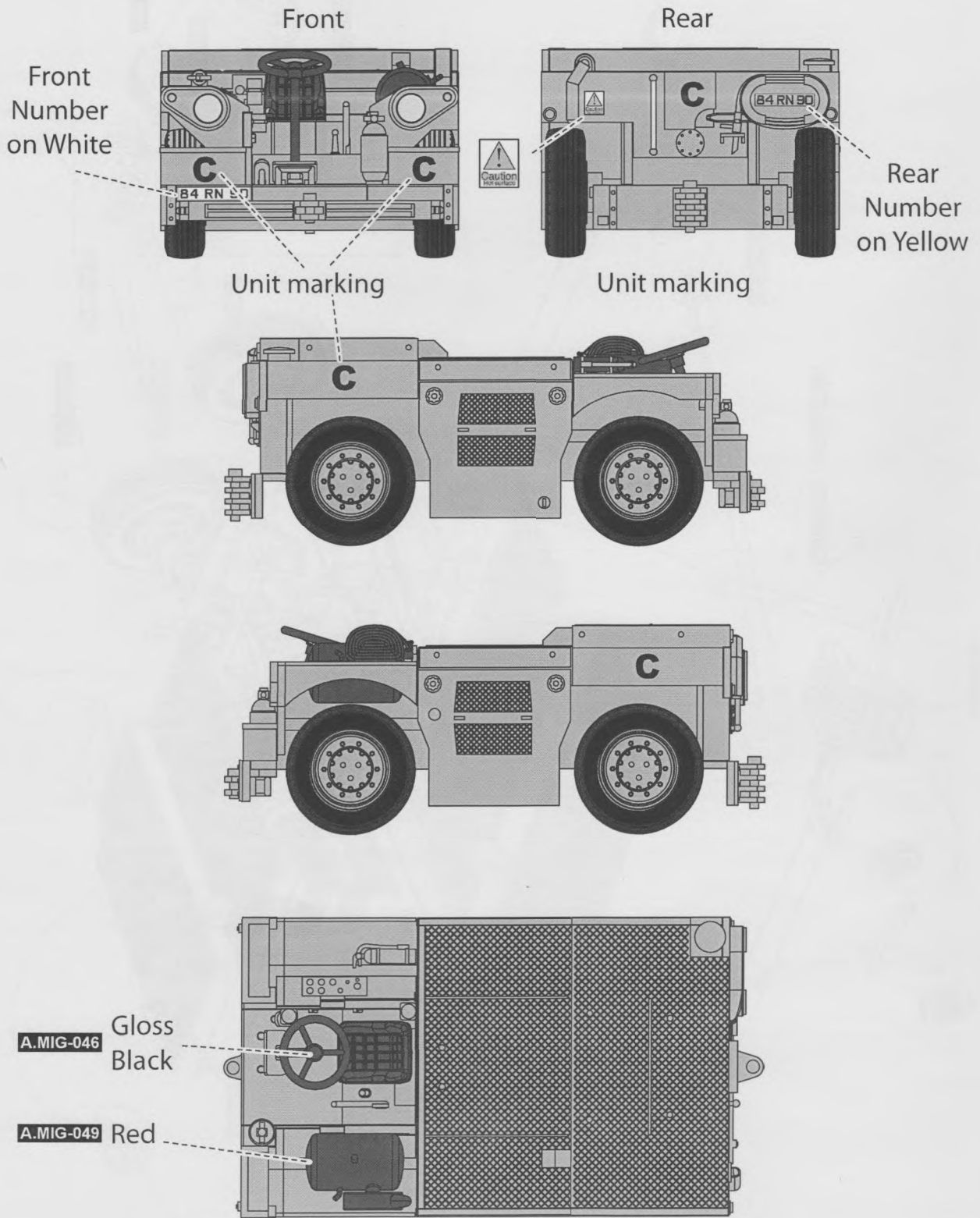
A.MIG-926 or A.MIG-048

A.MIG-033

x 4



### Royal Navy Carrier Deck Tractor MkII



Chassis color: BS 381C 356 Golden Yellow (~mid 1980s)  
BS 381C 238 Olive Green (mid 1980s~)






KIT NUMBER: 48138

# SEA HARRIER FRS.1 THE FALKLANDS WAR

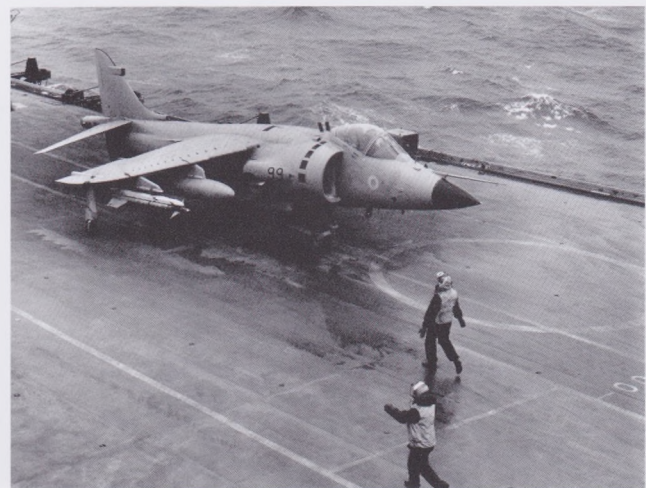


**W**hen Argentina invaded the Falkland Islands on 2 April 1982, the Royal Navy had just thirty-one Sea Harrier FRS.1s on strength, with seven in storage and four engaged in trials work.

When the Task Force sailed on 14 April it took with it twenty Sea Harrier FRS.1s drawn from the two operational units, Nos.800 and 801 Squadrons, and the shore-based training establishment No.899 Squadron. HMS Hermes carried twelve Harriers from No.800 Squadron, commanded by Lt Cdr Andy Auld, augmented by pilots from No.899 Squadron. HMS Invincible sailed with six Harriers to be joined by a further two as she sailed down the English Channel. These aircraft were from No.801 Squadron, led by Lt Cdr 'Sharkey' Ward, again augmented by No.899 Squadron. Additionally, a further Sea Harrier unit was hastily formed, bringing together all the airframes that remained in the UK, except for four that were to stay at RNAS Yeovilton for training purposes. The new Harrier unit saw the reformation of No.809 Squadron under

the leadership of Lt Cdr Tim Gedge, and it took its eight aircraft to the South Atlantic aboard the containership Atlantic Conveyor.

As they left the UK the aircraft of Nos.800, 801 and 899 Squadrons all wore the 'standard' scheme of the day, dark sea grey upper surfaces and white lower surfaces, with full-colour unit markings and national insignia. En-route the on-board paint shops worked overtime to produce an all-over, single-colour finish, which gave each aircraft initially deployed on the two carriers a war paint camouflage scheme of glossy extra dark sea grey, with toned down red and blue type 'B' roundels and black code numbers. All the unit markings were obliterated as were the Royal Navy legends, and the only visible markings were those for the emergency escape systems. No.809s aircraft were all resprayed at Dunsfold in a much lighter (and as it turned out far more visible)







scheme of medium sea grey upper surfaces and barley grey under the wings and tailplanes. They also wore a pale pink and pale blue phoenix badge on their tails, pale blue Royal Navy tiles on the tail-fin (these were overpainted on reaching the war zone), and pale pink and pale blue roundels on the forward fuselage and wings.

The Sea Harriers received several modifications for their war roles. Their attack systems were altered to allow for loft bombing from an IP (initial point) offset, and to permit blind delivery against ground targets. The aircraft were also cleared for higher take-off weights using the larger 330-gallon ferry tanks. Some aircraft also received a Tracor AN/ALE-40 chaff/flare dispenser fit behind the airbrake. Those not so fortunate rammed as much chaff into the air-brake well as possible, allowing for a 'one-shot' dump. Smaller amounts of chaff were also liberally stuffed between weapon and pylon on the wings and centreline. First contact by the Task Force with Argentine aircraft was made on 21st April when XZ460 from 801 Squadron flown by Lt Simon Hargreaves was dispatched to check an Argentine 707-320B surveillance aircraft.

The air war began on the 1st May with a night-time 'Black Buck' bombing raid by an RAF Vulcan. This was followed by a dawn strike against Port Stanley airfield by nine No.800 Squadron aircraft, eight each armed with three BL.755 CBU's and one with three 1000lb bombs, and a three-ship attack on Goose Green, ably supported by nine air-defence configured Harriers from No.801 Squadron. ZA192, flown by Flt Lt Dave Morgan, took a shell hit in the tailfin, which was quickly repaired once it was back on the carrier. The Sea Harriers took up CAP stations, and Flt Lt Paul Barton and Lt Cdr John Eyton-Jones were soon vectored to intercept two 'bandits', obviously wanting to tempt the Sea Harriers into a high-altitude fight, but the experienced SHAR pilots would have none of it. The first

air to air kills of the war fell to Flt Lt Paul Barton of 801 Squadron flying XZ452. Barton splashed a Mirage III, and a few minutes later his wingman Flt Lt Steve Thomas in XZ453 damaged another Mirage, which attempted an emergency landing at Port Stanley only to be shot down by very nervous AAA gunners. The third kill of the day was that of a Dagger by Flt Lt Bertie Penfold's AIM 9L while flying in XZ455, followed shortly afterwards by Lt Al Curtiss from 801 Squadron dispatching one of three Canberra bombers.

On 21st May Lt Cdr Ward started the most successful day for the SHARs, destroying a Pucara with 30mm cannon fire, while flying XZ451, and 800 Squadron's Lt Cdr Mike Blissitt in XZ496 and Lt Cdr Neil Thomas in XZ492 each downed an A-4Q Skyhawk and Rod Frederiksen took out a Dagger. These were followed in short order by a further two Daggars dispatched by No.801 Squadron's Steve Thomas in ZA190 and a third by Ward in ZA175. May also saw the first Sea Harrier loss of the conflict when Lt Nick Taylor, flying XZ450 made a low-level attack on Goose Green and was hit by radar-directed Oerlikon AAA fire. The Sea Harrier Force was also dealt a double blow when No.801 Squadron's Lt Cdr Eyton-Jones in XZ452 and Lt Curtiss in XZ453 collided in thick fog, both pilots being killed. Lt Clive Morrell caused an A-4Q to break in half and severely damaged a second with cannon fire while flying XZ457, and his wingman, Flt Lt John Leeming, destroyed a third, bringing the day's total to an impressive ten for no losses. The Force lost a further two Sea Harriers in non-combat accidents. Lt Cdr Gordon Batt of No.800 Squadron was killed when ZA192 exploded and hit the water following a night launch, and on 29 May Lt Cdr Mike Broadwater's ZA174 slid off Invincibles deck, with Broadwater ejecting safely.

The 23rd May brought more successes as No.800 Squadrons Dave Morgan in ZA192 and John Leeming in ZA191 attacked and destroyed an A109 helicopter on the ground with cannon fire and a Puma. A second Puma damaged by Morgan was subsequently finished off by Tim Gedge of No.801 Squadron flying ZA494 ably assisted by Mike Braithwaite in ZA190. Later in the day Lt Hale from No.800 Squadron shot down a Dagger in ZA194 and on Lt Cdr Andy Auld in XZ457 took out two more Daggars, whilst his wingman Dave Morgan in ZA193 hit a third. On 1st June Ward shot down a C-130 with two Sidewinders and 200 rounds of cannon fire. Later that same day Flt Lt Ian Mortimer in XZ456 was hit by a Roland SAM. Mortimer ejected to be picked up by a Sea King. The final air engagements of the war took place on 8th June, when Dave Morgan, flying ZA177, shot down two A-4Bs from Grupo 5 and Lt Dave Smith in XZ499 got a third.







**XZ492** H/123 of 800 NAS. Side code - black 23, airbrake code - black 3. 21st May Lt Cdr Neill Thomas destroyed an A-4C Skyhawk, either C-309 or C325 of Grupo 4, with an AIM-9L Sidewinder.

**XZ459** H/125 of 800 NAS. Side code black 25, airbrake code black 5 [later roundel blue]. Underwing serial numbers not overpainted.

**XZ460** H/126 of 800 NAS. Side code black 26, airbrake code - black 6. 9th May - Lt Cdr Gordy Batt hit the intelligence trawler Narwal but his bomb failed to explode.

**XZ496** H/127 of 800 NAS. Side code black 27, airbrake code black 7. Of note was the yellow strip marking was carried by this SHAR near its upper wing roundels. 21st May - Lt Cdr Mike Blissett destroyed an A-4C Skyhawk.

**XZ500** H/130 of 800 NAS. Side code roundel blue 30, airbrake code not known. 21st May - Flt Lt John Leeming destroyed A-4Q Skyhawk with cannon fire.

**XZ450** 4th May - while being flown by Lt Nick Taylor during a CBU attack on Goose Green it was hit by 35mm Oerlikon AAA and crashed, killing Lt Taylor

**ZA192** Low-vis EDSG scheme, side code 92 was painted in black in the usual No.800 NAS position in the standard RN numerical style. No airbrake code visible. 23rd May Flt Lt David Morgan strafed and damaged Puma with cannon fire. 23rd May the aircraft was lost when it exploded after take-off killing the pilot Lt Cdr Batt.

**ZA193** 3rd April moved to RNAS Yeovilton from storage at St Athan. Low-vis EDSG scheme, side code 93 was painted in roundel blue. 24th May Lt Dave Smith destroyed a Dagger

**XZ455** VL/712 of 899 NAS. 1st May Flt Lt Robert Penfold destroyed Dagger 6 with an AIM-9L. 21st May Lt Cdr Rod Frederiksen destroyed another Dagger

**XZ457** VL/714 of 899 NAS. Side code black 14, airbrake code black 4. 21 May Lt Clive Morrell destroyed A-4Q Skyhawk and damaged another. 24th May Lt Cdr Andy Auld destroyed two Daguers.

**XZ494** VL/716 of 899 NAS. Side code black 16. Airbrake code black 6. 1st May Lt Cdr Andy Auld 'Black Leader', 3x 600lb CBUs, led the first attack on Stanley Airport. 21st May Lt Alan McHarg bombed and strafed the supply vessel Rio Carcarana.

**ZA191** VL/718 of 899 NAS. Side code black 18, airbrake code - black 8. 1ST May Lt Cdr Rod Frederiksen may have destroyed Pucara A-527 with a CBU during the attack on Goose Green.

**XZ499** 8th June Lt Dave Smith destroyed A-4B Skyhawk

**ZA176** 6th May embarked Atlantic Conveyor off Ascension.

**ZA177** 8th June Flt Lt David Morgan destroyed two A-4B Skyhawks with AIM-9Ls.

**ZA194** 23rd May Lt Mike Hale destroyed a Dagger with an AIM-9L.

**XZ493** N/001 of 801 NAS. Side code 001 in roundel blue, airbrake code roundel blue 1, starboard outrigger code, white 1.

**XZ495** N/003 of 801 NAS. Side code roundel blue 003, airbrake code, roundel blue 3, starboard outrigger code white 3.

**ZA175** N/004 of 801 NAS. Side code roundel blue 004, airbrake code roundel blue 4, starboard outrigger code white 4. 21st May Lt Cdr Ward destroyed a Dagger C-407 of Grupo 6 with an AIM-9L.

**XZ498** N/005 of 801 NAS. Side code roundel blue 005, airbrake code roundel blue 5, starboard outrigger code white 5.

**XZ451** FVL/710 of 899 NAS. Side code roundel blue 006, airbrake code roundel blue 6, starboard outrigger code white 6. 1st May Lt Alan Curtis destroyed Canberra B-110 of Grupo 2 with one of two AIM-9Ls fired. 1st June Lt Cdr Ward destroyed Hercules TC-63 with one of two AIM-9Ls and cannon fire.

**XZ452** VL/711 of 899 NAS. Side code roundel blue ,007 airbrake code roundel blue 7, starboard outrigger code white 7. 1st May Flt Lt Paul Barton destroyed Mirage III EA with an AIM-9L. 6th May lost when Lt Cdr John Eyton-Jones was killed, either colliding with Lt Alan Curtis in XZ453/009 or striking the sea.

**XZ456** VL/713 of 899 NAS. Side code 008 in roundel blue, airbrake code roundel blue 8, starboard outrigger code white 8. 1st June lost when Flt Lt Ian Mortimer was shot down by a Roland missile whilst on armed reconnaissance south of Stanley Airport.

**XZ453** VL/715 of 899 NAS. Side code roundel blue 009, airbrake code roundel blue 9, outrigger code white 9. 1st May Lt Steve Thomas damaged Mirage III EA of Grupo 8 with an AIM-9L. 6th May lost when Lt Alan Curtis was killed, either colliding with Lt Cdr John Eyton-Jones in XZ452/007 or striking the sea.

**ZA174** 08-Apr-82 the aircraft was noted operating with 809 but in 801 NAS colours as N/002. 29th May lost while positioning for take-off in a very rough sea, the ship rolled heavily, the aircraft sliding off the deck into the water. Lt Cdr Mike Broadwater ejected safely.

**XZ491** Side code was a rich pale blue 002, airbrake code rich pale blue 2, starboard outrigger code white 2.

**XZ458** Side code rich pale blue 007. airbrake code rich pale blue 7, starboard outrigger code white 7.

**ZA190** Side code in rich pale blue 009, airbrake code rich pale blue 9, starboard outrigger code white 9. 21st May - Lt Steve Thomas destroyed two Daguers with two AIM-9Ls.



**BS 381C - 640 Extra Dark Sea Grey**

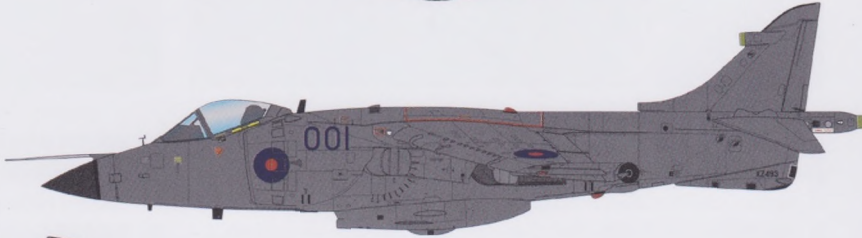
BAe Sea Harrier FRS.1 XZ460/26 of  
800 NAS, HMS Hermes' Air Group,  
"Operation Corporate"



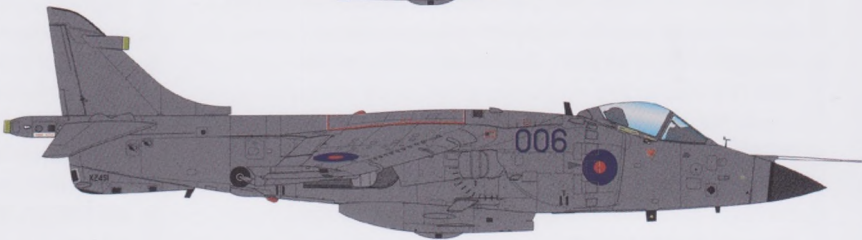
BAe Sea Harrier FRS.1 XZ457/14, ex-714  
of 899 NAS, HMS Hermes' Air Group,  
"Operation Corporate"



BAe Sea Harrier FRS.1 XZ493/001 of  
801 NAS, HMS Invincible's Air Group,  
"Operation Corporate"

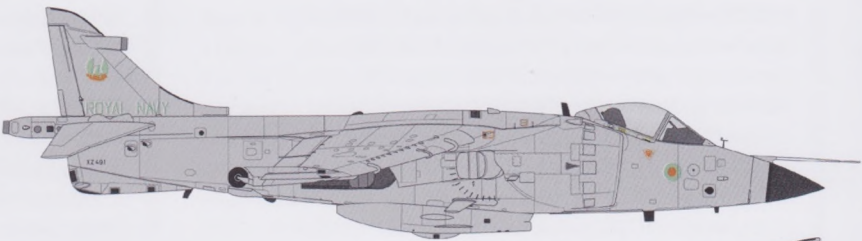


BAe Sea Harrier FRS.1 XZ451/006, ex-  
710 of 899 NAS, HMS Invincible's Air  
Group, "Operation Corporate"

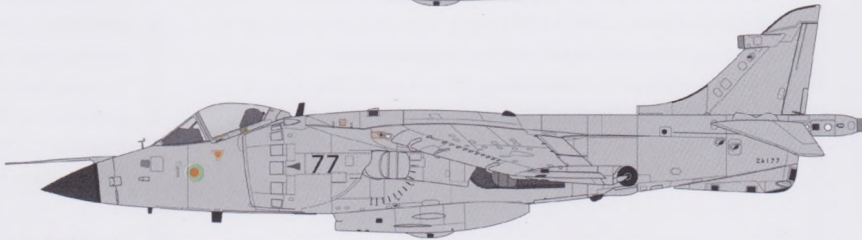


**BS 381C - 637 Medium Sea Grey**

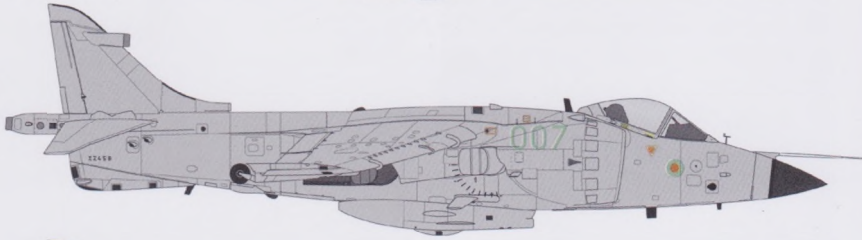
BAe Sea Harriers FRS.1 of 809 NAS on  
establishment / en route to the South  
Atlantic for "Operation Corporate", late Apr  
/ mid-May 1982



BAe Sea Harriers FRS.1 of ex-809 NAS as  
part of HMS Hermes' AirGroup, "Operation  
Corporate", late May / mid-Jun 1982



BAe Sea Harriers FRS.1 of ex-809 NAS  
as part of HMS Invincible's AirGroup,  
"Operation Corporate", late May / mid-  
Jun 1982



BAe Sea Harrier FRS.1 XZ491 of 809  
NAS as seen at the RNAS Yeovilton Air  
Show on 31 July 1982 and then deployed  
to the South Atlantic with 809 NAS on  
board HMS Illustrious between August and  
December 1982, in DSG / BG scheme

