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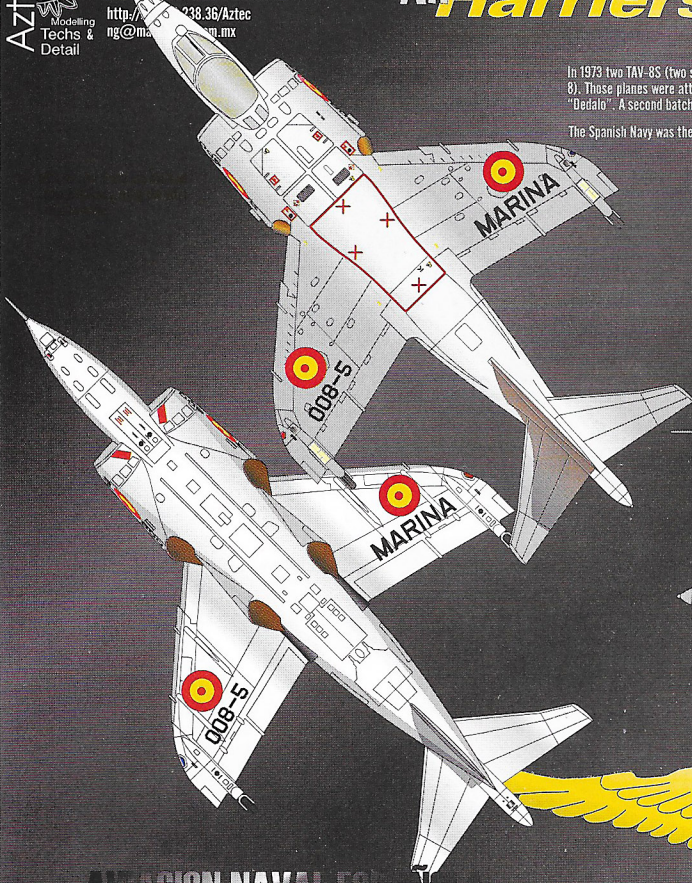
# All Harriers

## MARINA ESPAÑOLA

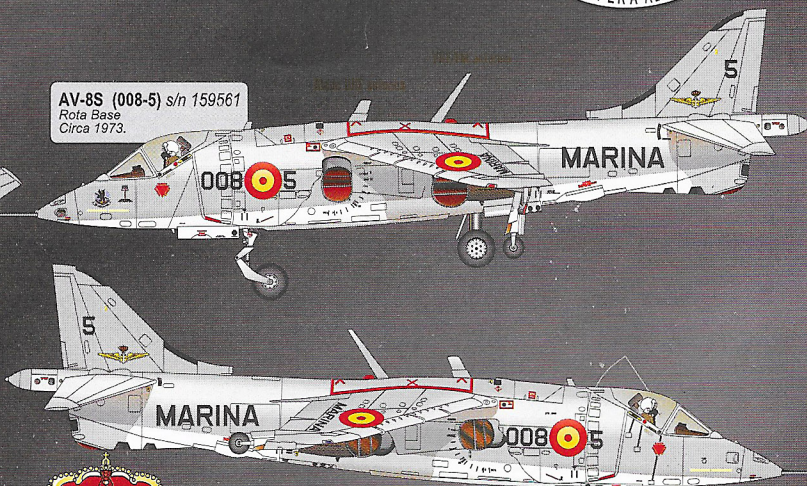


In 1973 two TAV-8S (two seaters 159563, 64) and six AV-8AS (single seaters) arrived to Spain (local series 008-1to 008-8). Those planes were attached to the "Bta. Escuadrilla del Arma Aérea de la Armada", to operate from Helicopter Carrier "Dedalo". A second batch (five planes) was ordered in 1979, to complete the unit with serials 008-9 to 008-12 and 008-14

The Spanish Navy was the first in the World to operate a V/STOL aircraft.



AV-8S (008-5) s/n 159561  
Rota Base  
Circa 1973.



Note that immediately after delivery, the Matador's vertical stabilizer is devoid of RWR antennas. As a USMC style, Matador was fitted with VHF/FM antenna, located on top of fuselage, and a broad blade UHF antenna.

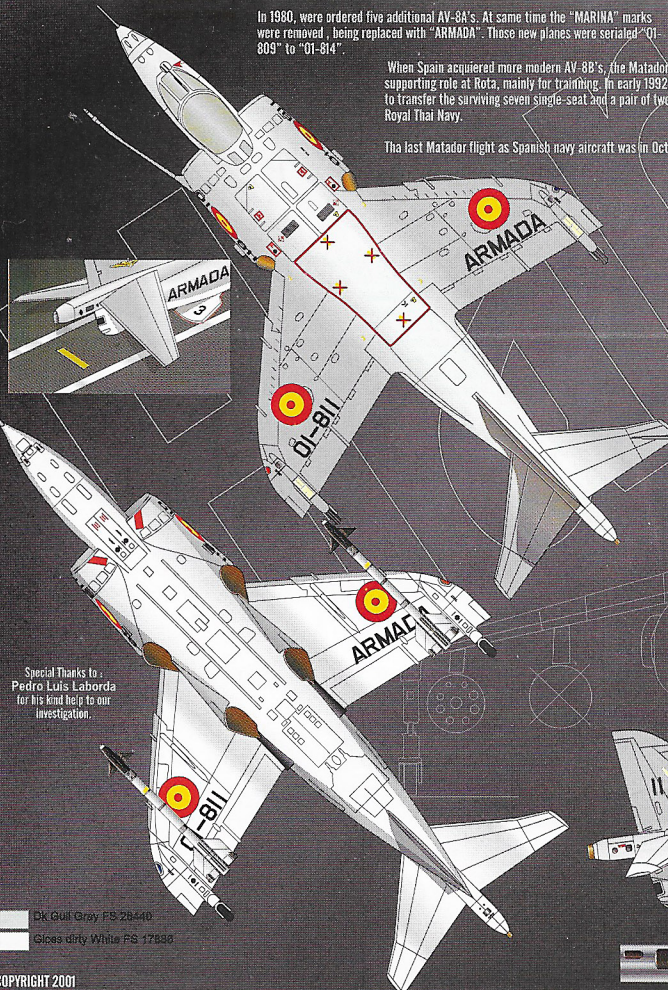
In 1987, aircraft were rotated to Yeovilton to be fitted with Marconi Radar Warning Receivers, whereby the presence of new RWR antennas (on the leading edge of the vertical stabilizer and the end of the tail stinger), like British GR.1 or GR.3

TAV-8A 01-008 s/n 159562  
Rota  
Circa 1992.

In 1980, were ordered five additional AV-8A's. At same time the "MARINA" marks were removed, being replaced with "ARMADA". Those new planes were serialised "01-809" to "01-814".

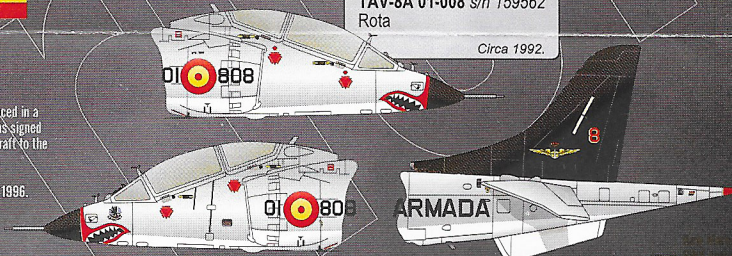
When Spain acquired more modern AV-8B's, the Matadors were placed in a supporting role at Rota, mainly for training. In early 1992, a deal was signed to transfer the surviving seven single-seat and a pair of two-seat aircraft to the Royal Thai Navy.

The last Matador flight as Spanish navy aircraft was in October 21st, 1996.

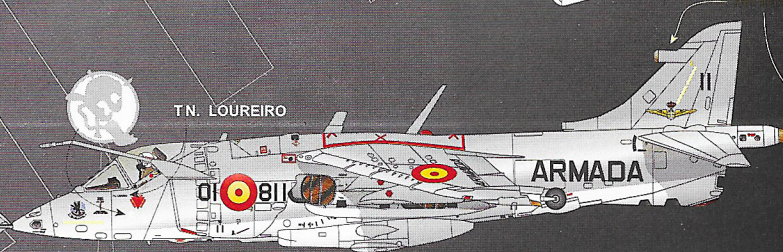


Special Thanks to Pedro Luis Laborda for his kind help to our investigation.

■ BK Gun Gray FS 26440  
■ Glossy dirty White FS 17335



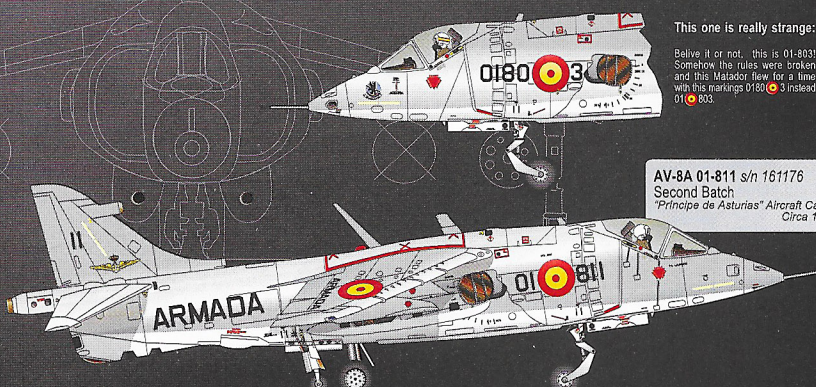
T.N. LOUREIRO



The Spanish "Matador" was capable to operate the Sidewinder and Zuni rockets as regular equipment.

This one is really strange:  
Believe it or not, this is 01-803! Somehow the rules were broken and this Matador flew for a time with this markings 018003 instead of 01-803.

AV-8A 01-811 s/n 161176  
Second Batch  
"Principe de Asturias" Aircraft Carrier  
Circa 1988.





# All Harriers

## HARDET

## ROYAL AIR FORCE

### 1 (F) Sqn. Falklands

Before Falklands conflict, the Harrier was unproven weapon system. Even more, the South Atlantic campaign was the most hostile and remote operation that involved armed forces of the Crown ever.

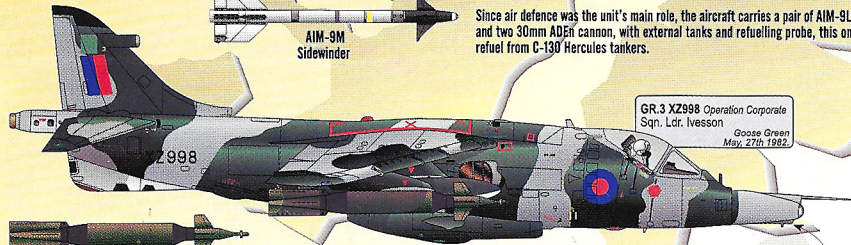
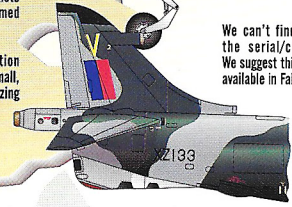
The success of the operation mostly depended upon one small, fragil (apparently), but amazing plane...the Harrier!

We can't find any direct reference about the serial/code with this Badge unit. We suggest this serial/code based on aircraft available in Falklands that time.

Following recapture of the Falkland Islands, No. 1 Sqn. established a base on Port Stanley on 26 June 1982. Designated Harrier Detachment (HarDet), this was re-named No. Flight 1453 on August 1983, its aircraft wearing the badge of the Falklands Islands on their noses and yellow code letter on the fin.



GR.3 XZ133V  
Harrier Detachment "HarDet"  
RAF Stanley  
Aug. 1983



GR.3 XZ998 Operation Corporate  
Sqn. Ldr. Iveson  
Goose Green  
May, 27th 1982



AIM-9M  
Sidewinder

Since air defence was the unit's main role, the aircraft carries a pair of AIM-9(LM) Sidewinders and two 30mm ADEN cannon, with external tanks and refuelling probe, this one allowed to refuel from C-130 Hercules tankers.



CPU-123/B LGB  
Amraam Line Kit n°. 48-003

Although lacking the publicity of their Sea Harrier colleagues, the RAF GR.3's did provide invaluable Close Air Support for ground units during the fighting for Darwin and Goose Green and later in Port Stanley.

Their major adversaries: 20mm and radar predicted 35 mm AAA. Also the Euromissile Roland SAM.



At Falkland's conflict, GR.3's removed their roundels, tail code and unit badge with additional camouflage.



GR.3 XZ971/G  
"Hot Carrier"  
Belize, Central America  
8th, July, 1993



GR.Mk1A XV778/16 "Beech Buggy"  
F/O Mike Beech  
Belize, Central America  
Circa 1978

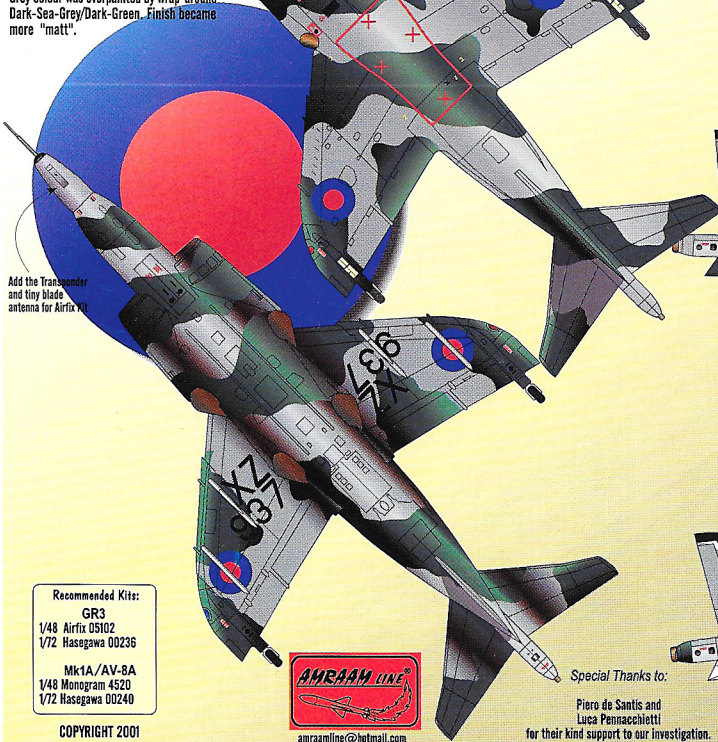
GR. Mk1A XV787  
"Hot to Trot"  
Belize, Central America  
Circa 1978

This aircraft received locally the Dark Sea Grey/dark green wrap around scheme.



- Dk Green BS 381C/841 (FS34079)
- Dk. Sea Gray BS 381C/838 (FS 36118)
- Light Aircraft Gray BS 381C/ 627 (FS 36357)

Paint note: GR.3's camouflage finish was "semi-matt". At the end of '70's Light Aircraft Grey colour was overpainted by wrap-around Dark-Sea-Gray/Dark-Green. Finish became more "matt".



Add the Transponder and tiny blade antenna for Airfix Kit



GR.3 XD670/F  
Sqn Ldr. Finlayson  
Belize, Central America  
8th, July, 1993

SQN LDR FINLAYSON

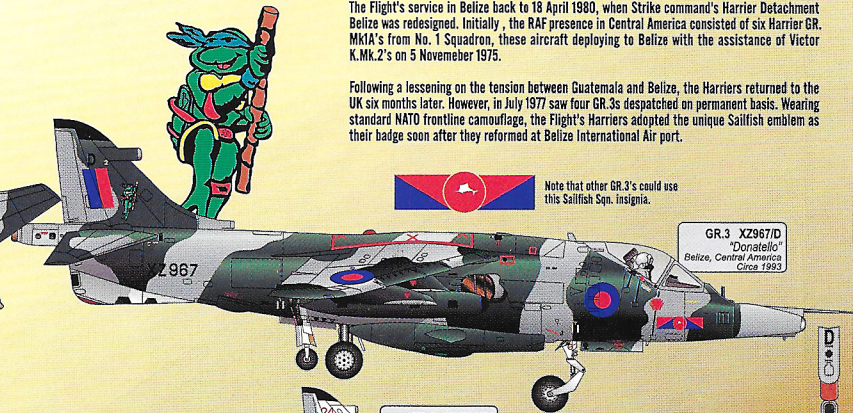
Use this extra code for other aircraft based at Belize in that time. 3 2 1

The Flight's service in Belize back to 18 April 1980, when Strike command's Harrier Detachment Belize was redesignated. Initially, the RAF presence in Central America consisted of six Harrier GR. Mk1A's from No. 1 Squadron, these aircraft deploying to Belize with the assistance of Victor K.Mk.2's on 5 November 1975.

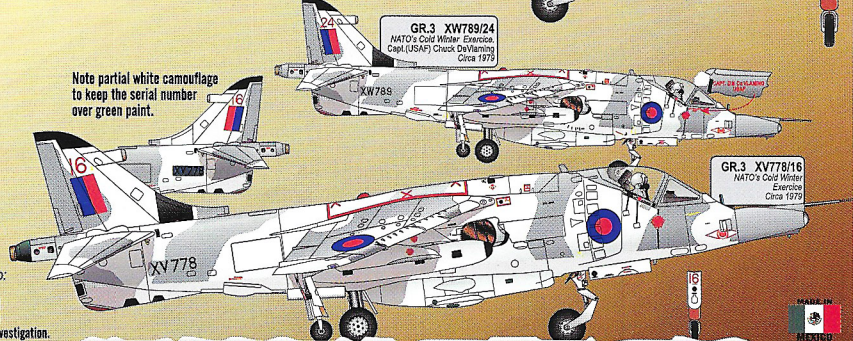
Following a lessening on the tension between Guatemala and Belize, the Harriers returned to the UK six months later. However, in July 1977 saw four GR.3s despatched on permanent basis. Wearing standard NATO frontline camouflage, the Flight's Harriers adopted the unique Saifish emblem as their badge soon after they reformed at Belize International Air port.



Note that other GR.3's could use this Saifish Sqn. insignia.



GR.3 XZ967/D  
"Donatello"  
Belize, Central America  
Circa 1993



GR.3 XW789/24  
NATO's Cold Winter Exercise  
Capt. (USAF) Chuck De Warming  
Circa 1975

Note partial white camouflage to keep the serial number over green paint.

GR.3 XV778/16  
NATO's Cold Winter Exercise  
Circa 1975

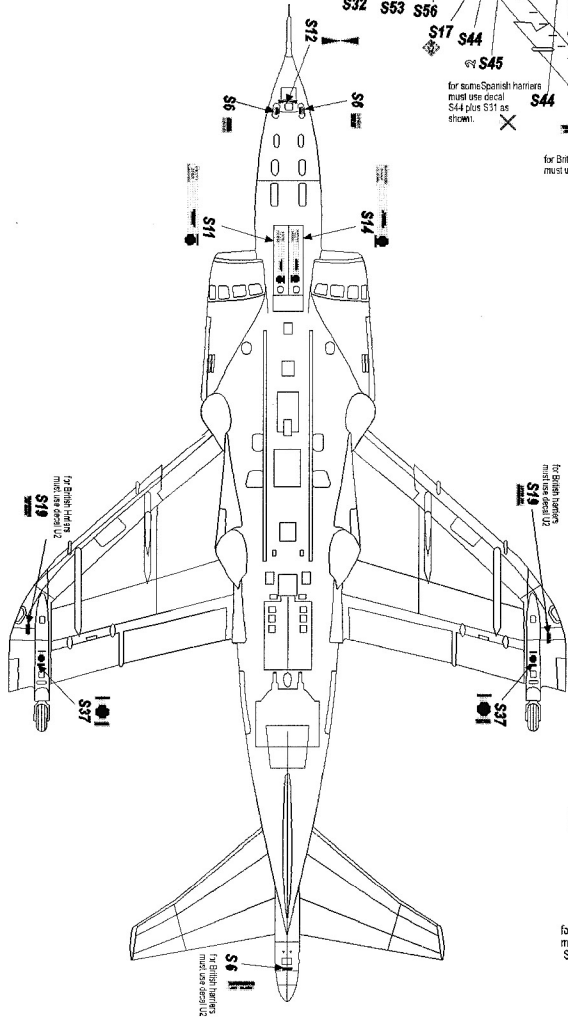
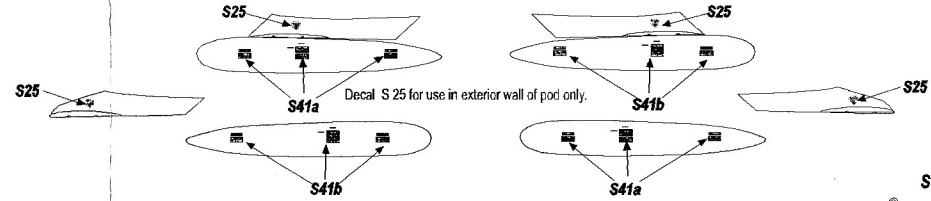
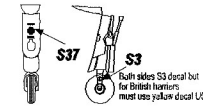
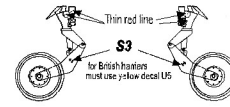
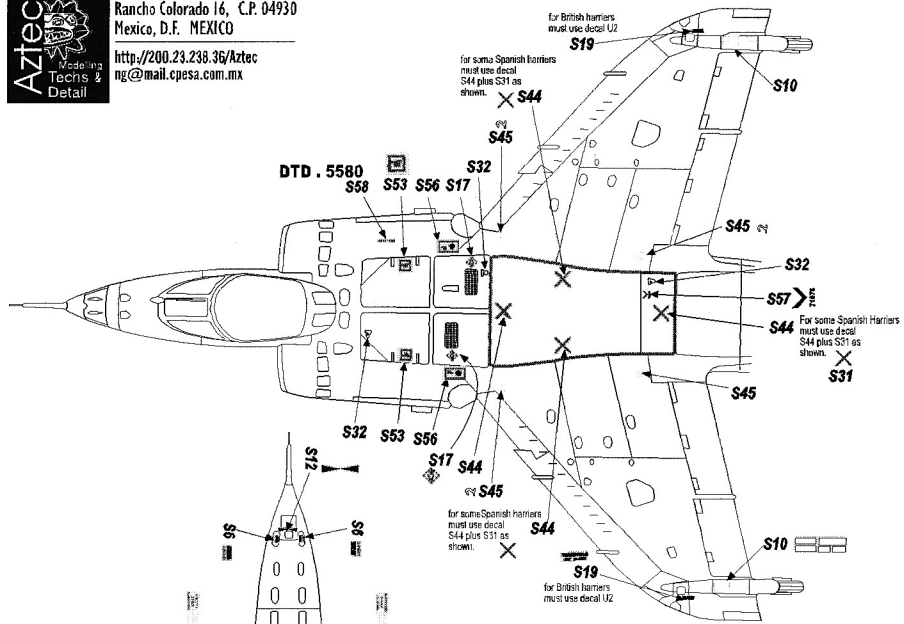
- Recommended Kits:
- GR3
  - 1/48 Airfix D5102
  - 1/72 Hasegawa 00236
  - Mk1A/AV-8A
  - 1/48 Monogram 4520
  - 1/72 Hasegawa 00240



Special Thanks to:  
Piero de Santis and  
Luca Pennacchietti  
for their kind support to our investigation.



# All Harriers Stencil guide



**Key drawing for canopy decals:**  
Please identify and follow this sequence to achieve an accurate order.

