

All Harriers

MARINA ESPAÑOLA



In 1973 two TAV-8S (two seaters 159563, 84) and six AV-8AS (single seaters) arrived to Spain (local series 008-1to 008-8). These planes were attached to the "8va. Escuadrilla del Arma Aérea de la Armada", to operate from Helicopter Carrier "Dedale". 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 rebated 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

ARMADA NAVAL ESPAÑOLA

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

When Spain acquired more modern AV-8B's, the Matador's 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.

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



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! Sometimes the rules were broken and this Matador flew for a time with the markings 0180-3 instead 01-803.



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



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



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HARDET

ROYAL AIR FORCE

1 (F) Sqn. Falklands



GR.3 XZ133V
Harrier Detachment "HarDet"
RAF Stanley
Aug. 1982



AIM-9M
Sidewinder

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



GR.3 XZ998 Operation Corporate
Sqn. Ldr. Ivesson
Goose Green
Mar. 27th 1982



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 XZ971G
"Hod Camber"
Belize, Central America
8th July 1993

Add the Transponder and tiny blade antenna for Airfix

GR.Mk1A XV77B/16 "Beech Buggy"
F/O Mike Beech
Belize, Central America
Circa 1979



GR. Mk1A XV787
"Hot to Trot"
Belize, Central America
Circa 1979

1417 Sqn. Belize

Following recapture of the Falkland Islands, No. 1 Sqn. established a base at 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.



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



- Dk Green BS 381C/641 (FS34279)
- Dk. Sea Grey BS 381C/638 (FS 38118)
- Light Aircraft Grey BS 381C/ 627 (FS 38387)

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-Grey/Dark-Green. Finish became more "matt".

Add the Transponder and tiny blade antenna for Airfix



GR.3 AL87W/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 Sailfish emblem as their badge soon after they reformed at Belize International Air port.

Note that other GR.3's could use this Sailfish Sq. insignia.



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

GR.3 XW789/24
NATO's Cold Water Exercise
Capt.(USAF) Chuck DeWanna
Circa 1979

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



GR.3 XW77B/16
NATO's Cold Water Exercise
Circa 1979

- Recommended Kits:
- GR3
 - 1/48 Airfix 95102
 - 1/72 Hasegawa 00236
 - Mk1A/AV-8A
 - 1/48 Monogram 4520
 - 1/72 Hasegawa 00240



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ALL HARRIERS I

48/72-016



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You can build all these planes with this decal. In some cases you have to cut and combine to do it.

<i>Tail code</i>	<i>Pilot</i>	<i>Plane</i>	<i>Remarks</i>
HARRIER DETACHMENT			
XZ133	V (Yellow)	GR3	
XZ992		GR3	<i>Crashed 29th. Nov 1984</i>
XW767		GR3	<i>6th. Nov 1982</i>
XZ138		GR3	
XV762		GR3	<i>Crashed 19 Nov. 1983</i>
XV787		GR3	<i>Crashed 22 Jul 1983</i>
XV138	L (Yellow)	GR3	
FALKLANDS			
XZ972	Flt. Lt. Jeffrey Glover	GR3	<i>Crashed at Port Howard 21st. May 1982</i>
XZ998	Sqdn. Ldr. Ivesson	GR3	<i>Crashed by AA at Goose Green 27th. May 1982</i>
XZ963	Sqdn. Ldr. Jerry Pook	GR3	<i>Damage by AA, lost fuel and Crashed at sea. 30th. May 1982</i>
XW919	W (Black) Flt. Lt. McLeod	GR3	<i>Damage by AA, 12th. Jun 1982</i> <i>This plane could participate missions with lasser bombs</i>
XZ989	07 (Black) Wg Cdr Peter Squire	GR3	<i>This plane participate in a mission with lasser bombs 8 Jun 1982</i>
XZ997	32 (Black)	GR3	<i>This plane could participate in a mission with lasser bombs</i>
XZ992		GR3	
XV789		GR3	
XV778		GR3	
BELIZE			
XV778	16 (Red) Flt Lt Mike Beech	Mk1A	<i>This plane used personal emblem on tail "Beech Buggy"</i>
XV787	02 (Red)	Mk1A	<i>This recieve wrap around camo scheme and used personal emblem on nose "Hot to Trot"</i>
XZ987	C (Black)	GR3	<i>Second style Sailfish emblem (red wings upside-down)</i>
XZ937	Sqn Ldr Finlayson	GR3	
XZ967	D (Black)	GR3	<i>This plane used personal emblem on tail "Donatello"</i>
XZ667	C (Black)	GR3	<i>Last three Harrier GR3's attached at Belize. July 1993</i>
XD670	F (Black) Sqn Ldr Finlayson	GR3	
XZ971	G (Black)	GR3	<i>This plane used personal emblem on tail "Hod Carrier"</i>
SPECIAL OPERATIONS			
XW789	24 (Red) Chuck DeVlaming USAF	GR3	<i>USAF's Exchange pilot</i> <i>Winter camouflage</i>
XV778	16 (Red)	GR3	<i>Cold Winter Exercice 1979.</i> <i>Winter camouflage</i>

All Harriers

Stencil guide

