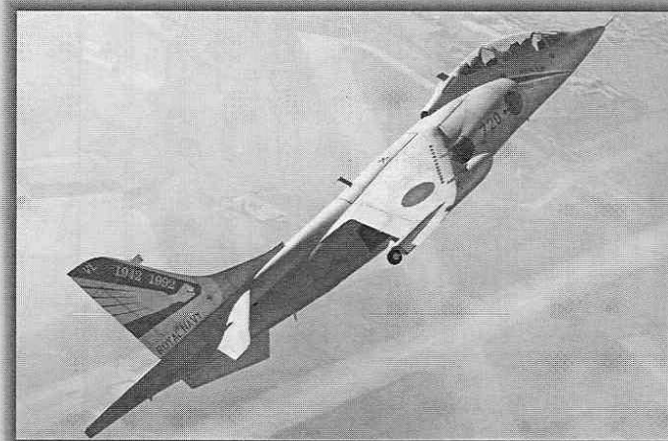


Hawker Siddeley Harrier T Mk.4/4N



The two-seat Harrier was designed to provide a systems and conversion trainer for pilots moving onto the new V/STOL aircraft. The design added a longer stepped cockpit, extended rear fuselage and enlarged tail, to counter-act the enlarged nose, to the standard Harrier wing and centre fuselage.

The two-seater first flew in 1969, and entered service with the Royal Air Force as the T. Mk2 in 1970. Upgraded first to T.Mk2A status, then to T.Mk4 by the addition of the Laser Range & Marked Target Seeker (LRMTS) thimble-nose and standardising the lower fin shape, the RAF's two-seater Harriers remained in service until the last RAF 1st generation Harriers were withdrawn in the early 1990s.

Having ordered the Harrier as the AV-8A, the United States Marine Corps also obtained 8 two-seat aircraft, designated TAV-8A. These were delivered in 1976, as were two similar TAV-8B aircraft for the Spanish Navy; which were later passed to the Royal Thai Navy.

Royal Navy Sea Harrier pilots were originally trained on RAF T.Mk4 aircraft, but in 1984 the RN's own T.Mk4N aircraft were delivered. These had similar systems to the Sea Harrier, but lacked the radar of the single seat aircraft. When the FA2 Sea Harrier was introduced, the Navy's T4s were upgraded to T.Mk8 status; the main external difference being the bulged Doppler panel fitted ahead of the front undercarriage bay. The Indian Navy also ordered 4 two seat trainers, the T. Mk60, and later supplemented these with a number of ex-RAF T4s.

The most famous two-seat Harrier was the privately funded T.Mk52 which Hawker Siddeley used as their a demonstration aircraft. It was given the civil registration G-VTOL and was used all over the world to show the unique advantages of the Harrier; John Farley's displays in the aircraft being the highlight of many 1970s airshows.

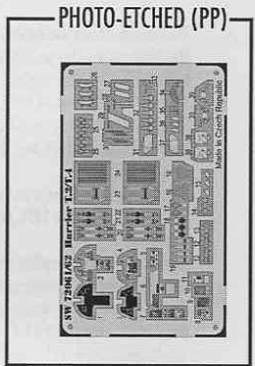
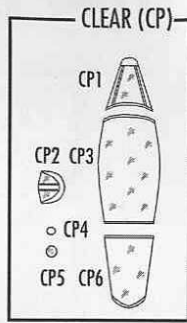
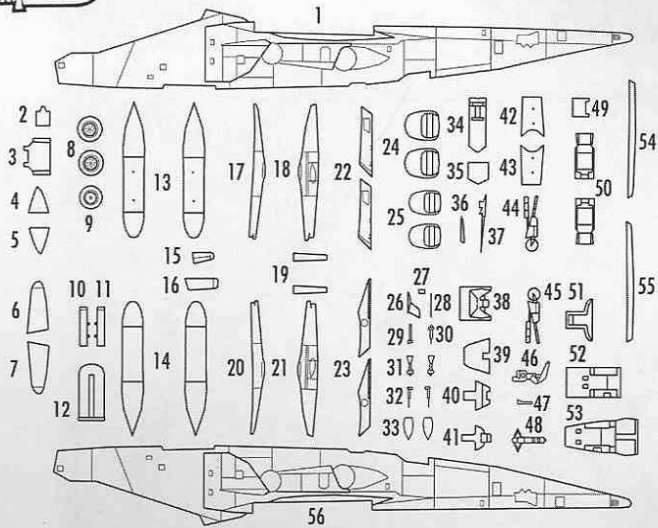
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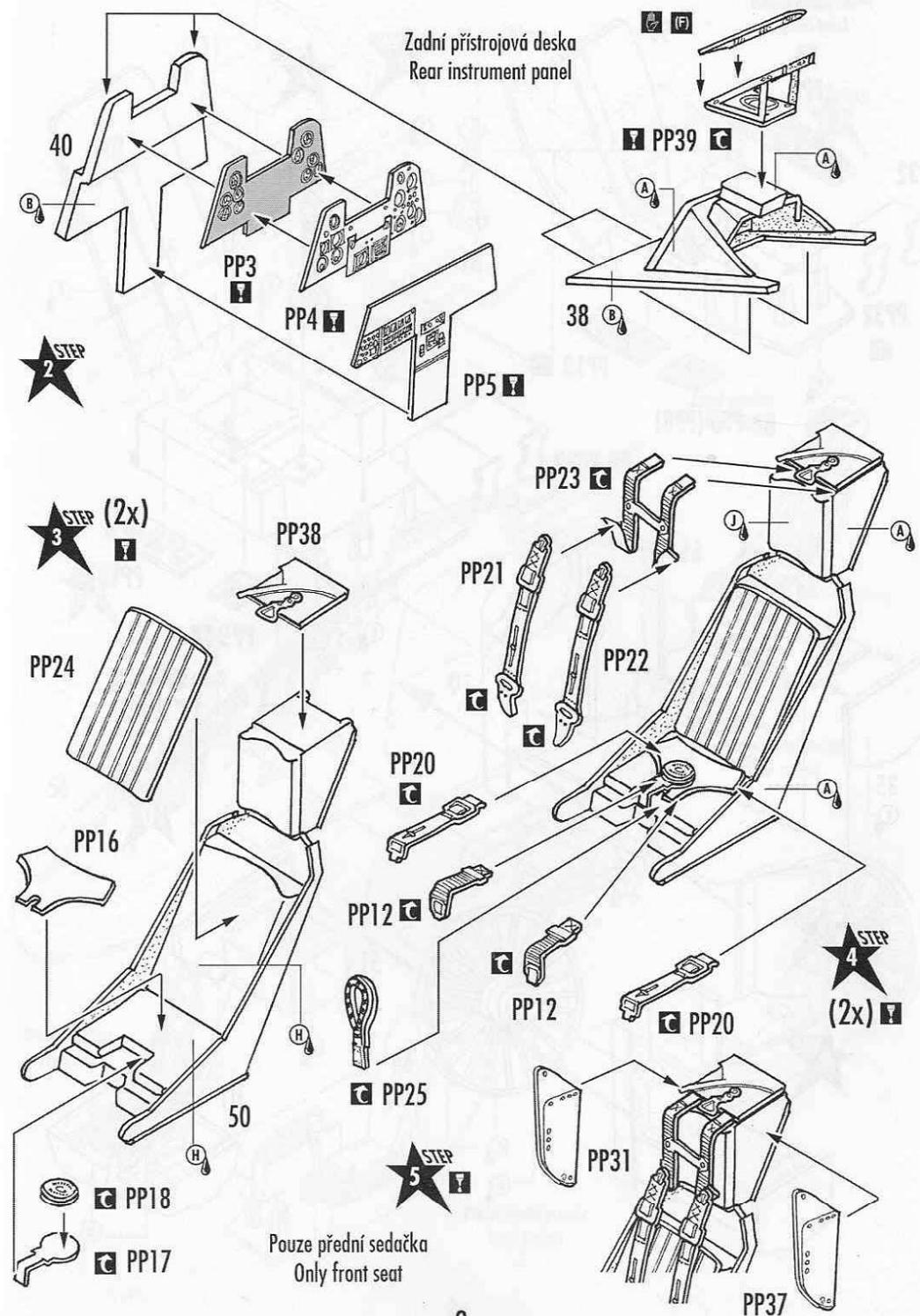
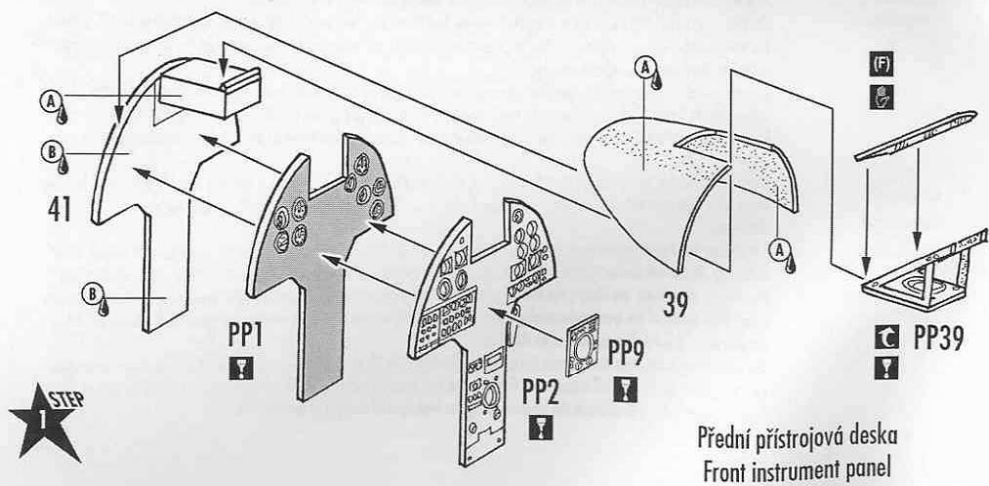
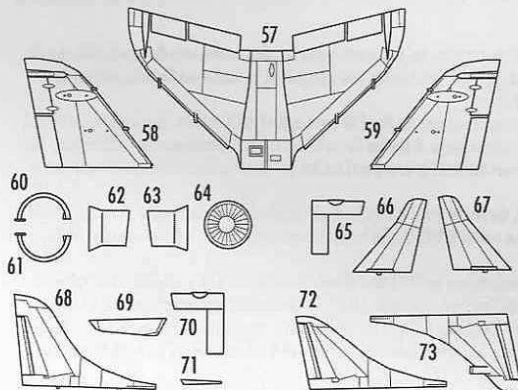


BARVA/COLOR

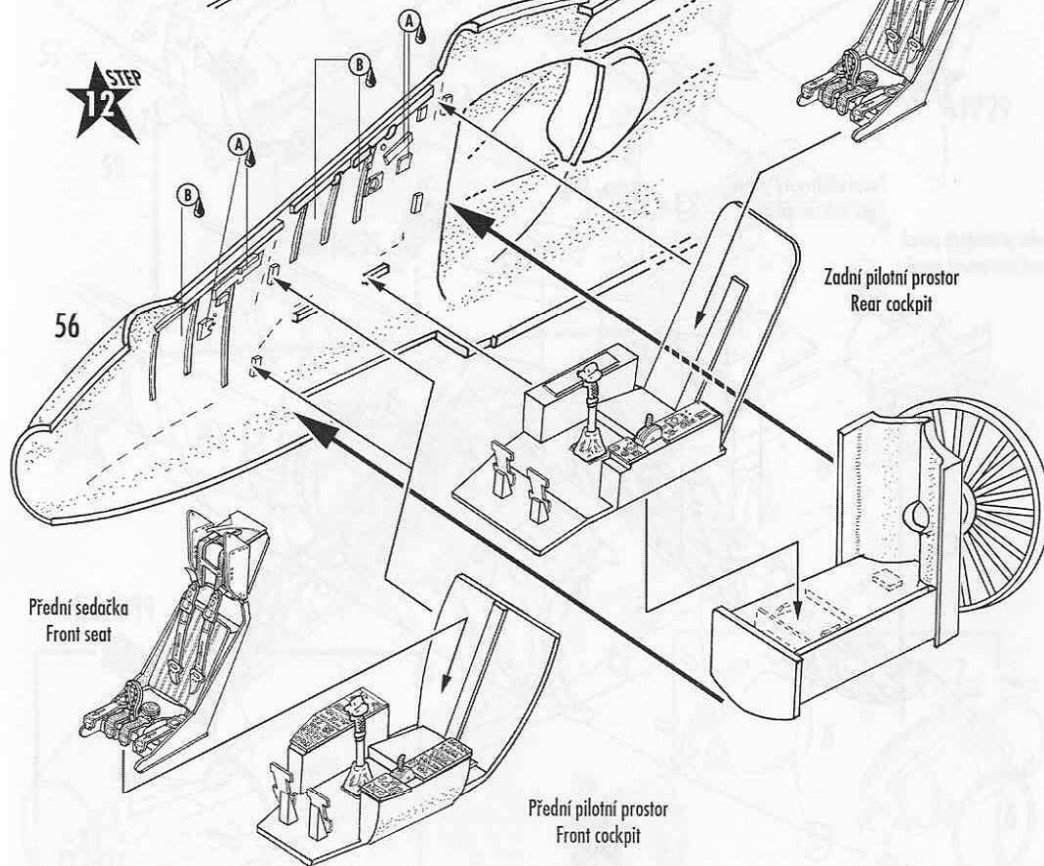
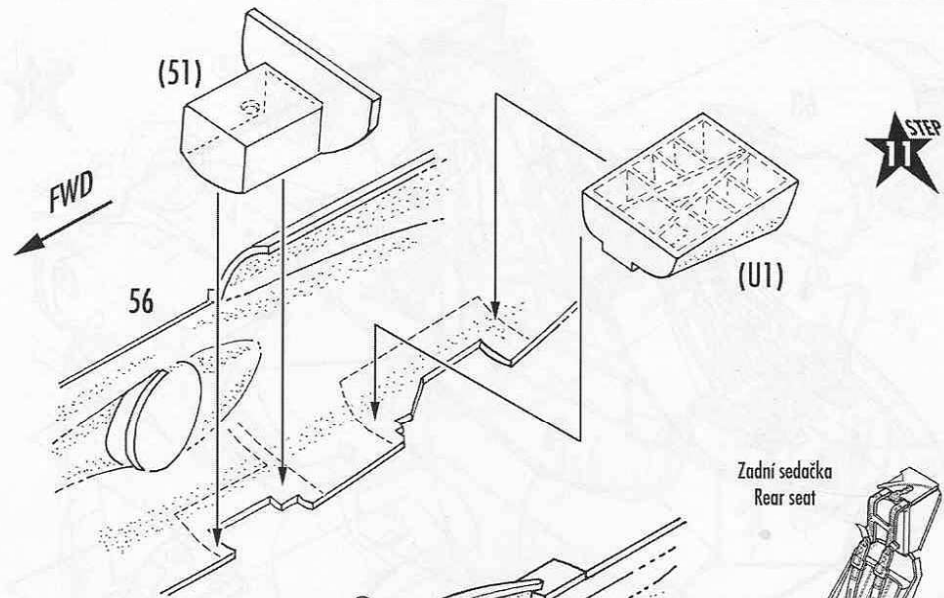
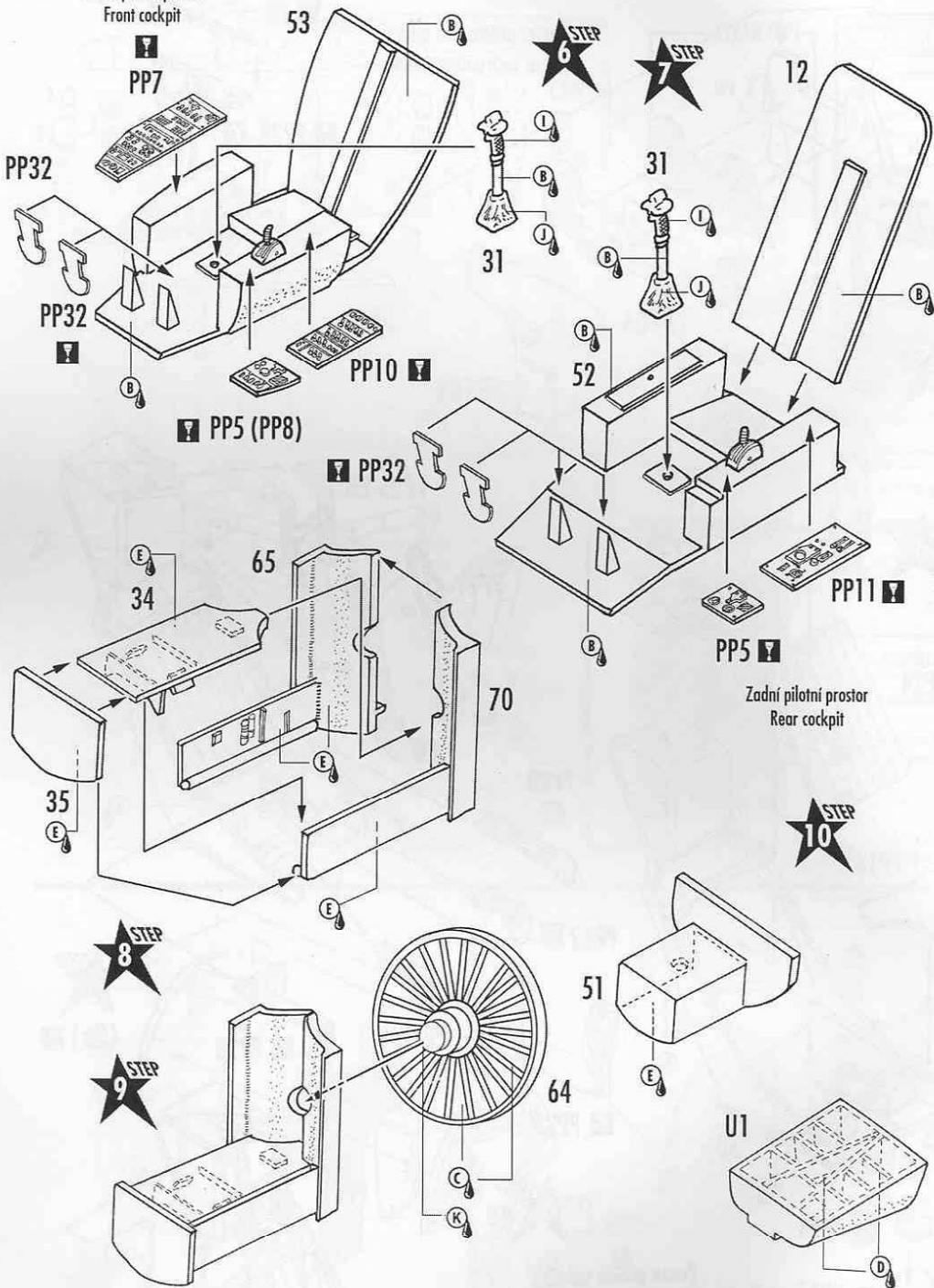
A	Černá/Black
B	Vnitřní šedá/Interior Grey
C	Stříbrná/Silver
D	Hliník/Aluminium
E	Světle šedá/Light Grey
F	Červená/Red
G	Žlutá/Yellow
H	Olivová/Olive
I	Černošedá/Tyre Black
J	Kůže/Leather
K	Chromová/Chrome
L	Hnědá/Brown
M	Kovová/Gun metal
N	Ocelová/Burn Iron

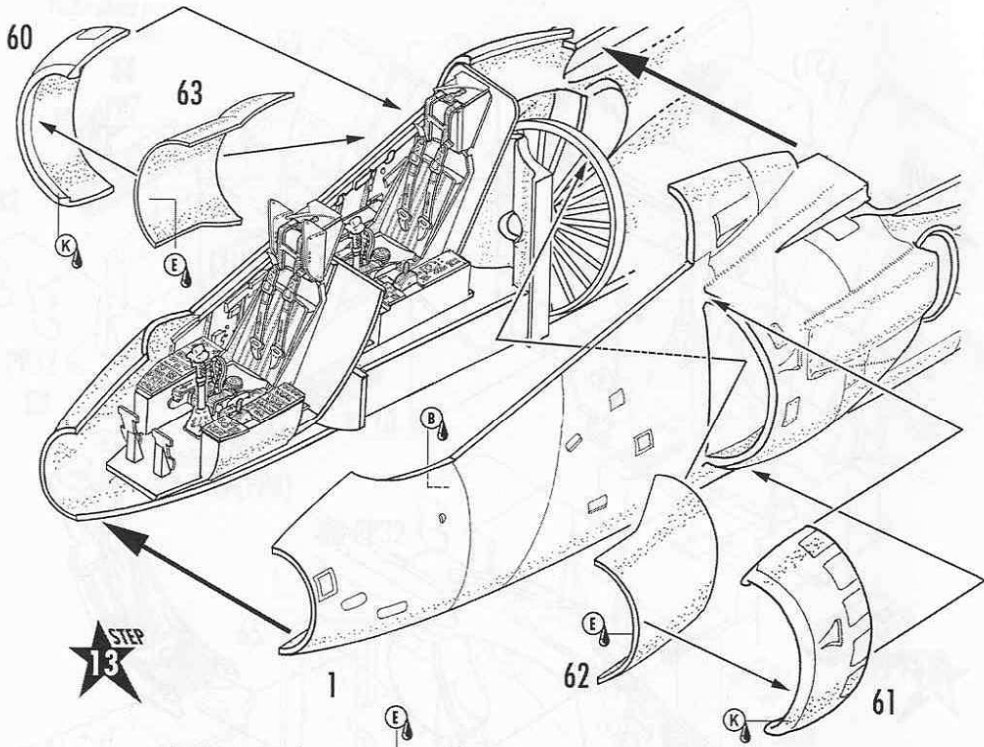
LEGEND

	Ohnutí/Bend
	Veštinové lepidlo/Cyanoacrylate glue
	Film
	Vyřít/Vyřít/Scratch build



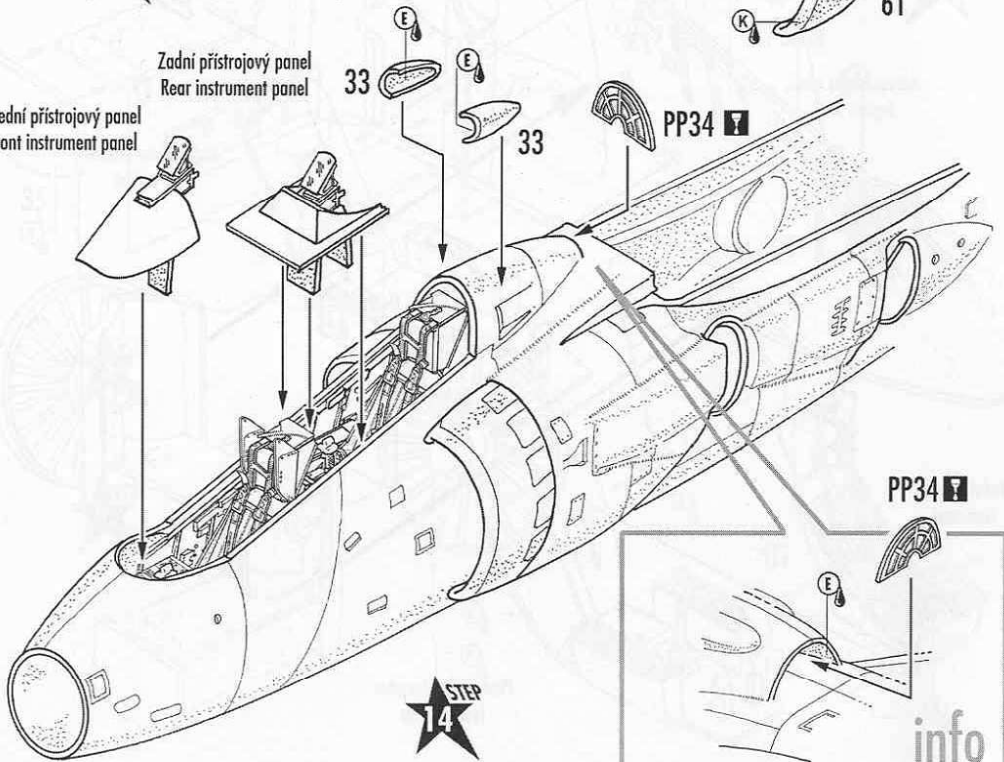
Přední pilotní prostor
Front cockpit



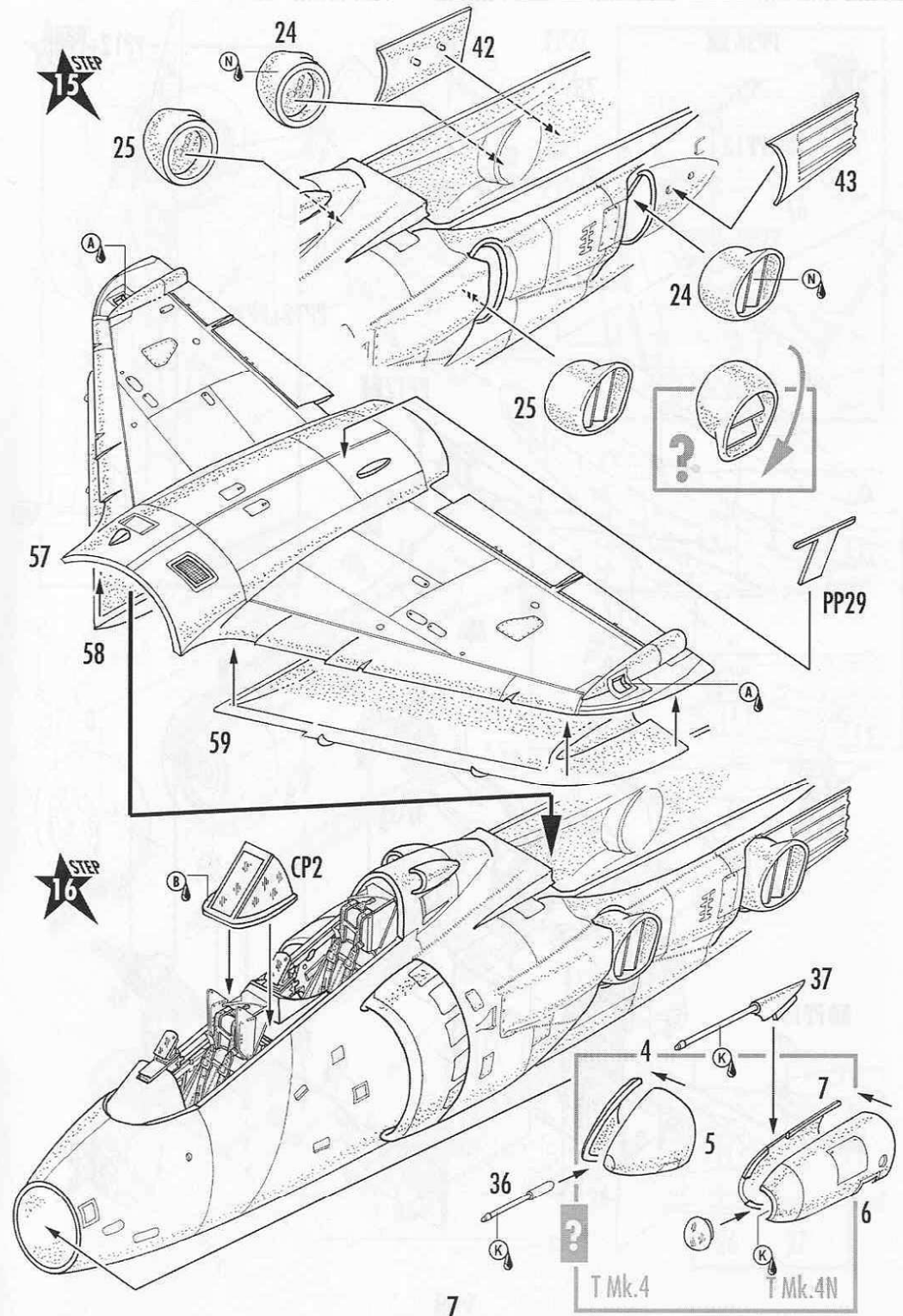


Zadní přístrojový panel
Rear instrument panel

Přední přístrojový panel
Front instrument panel



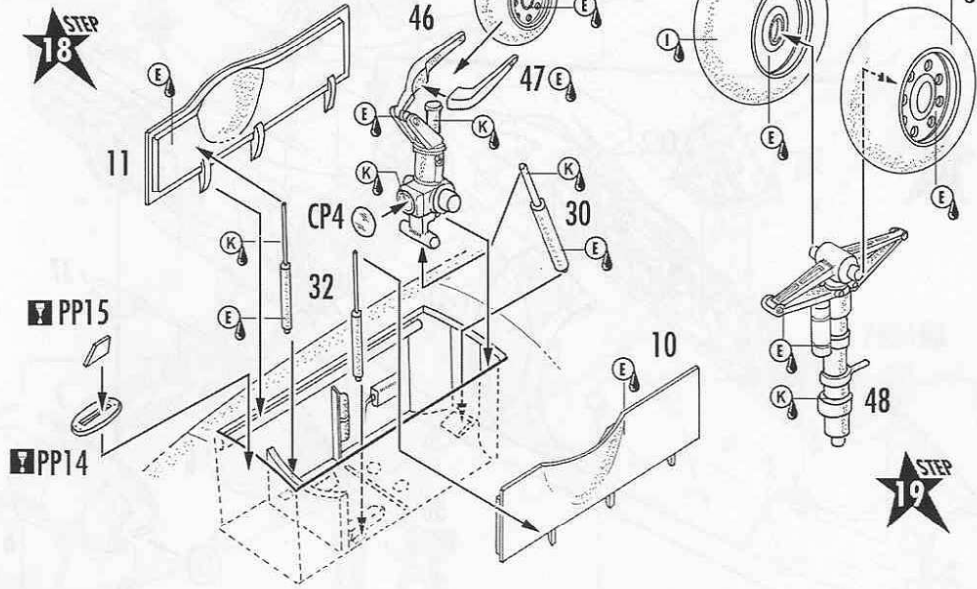
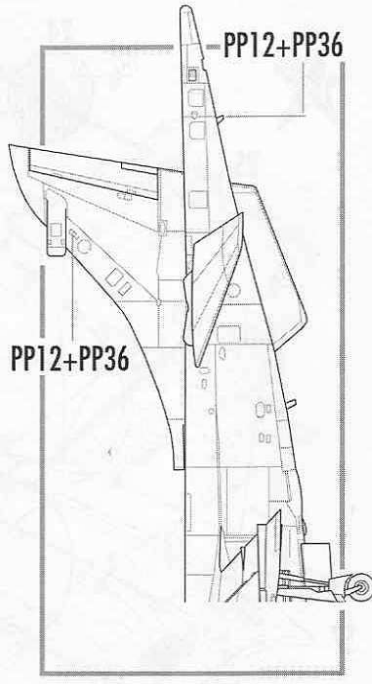
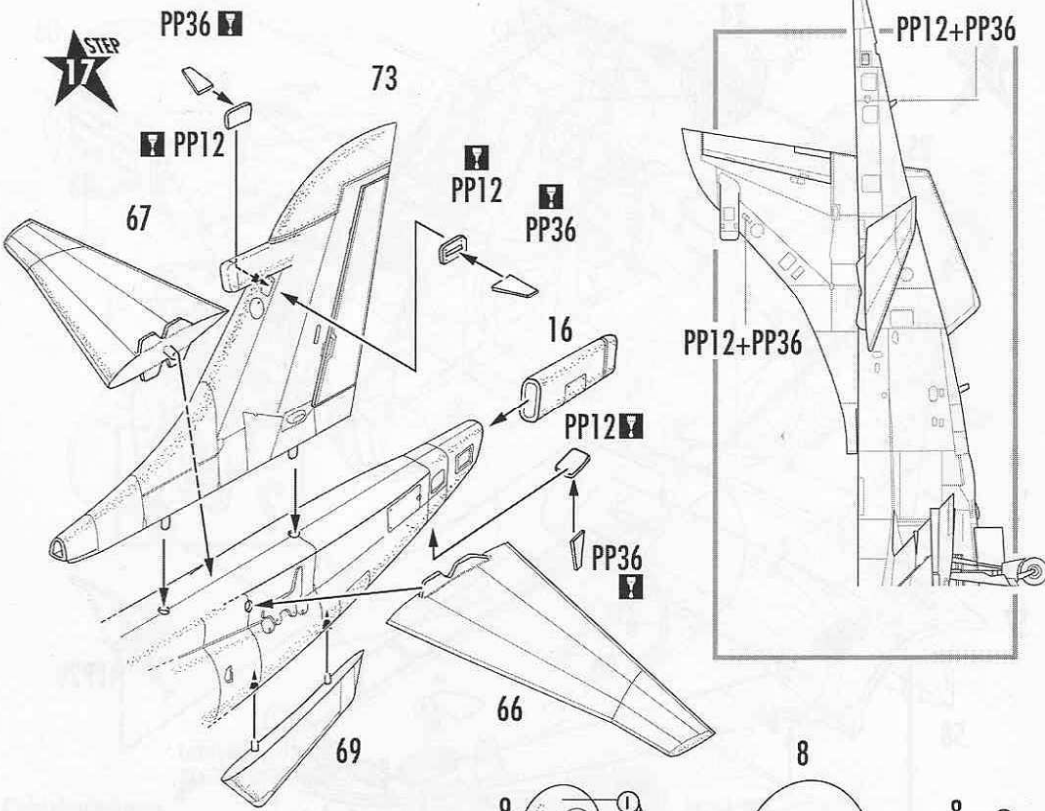
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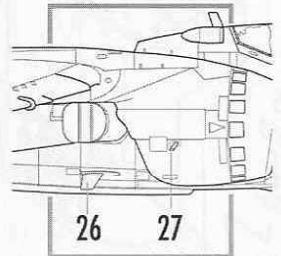
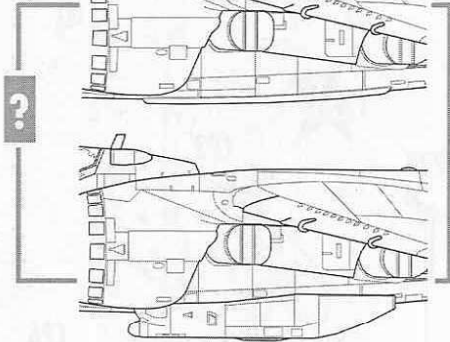
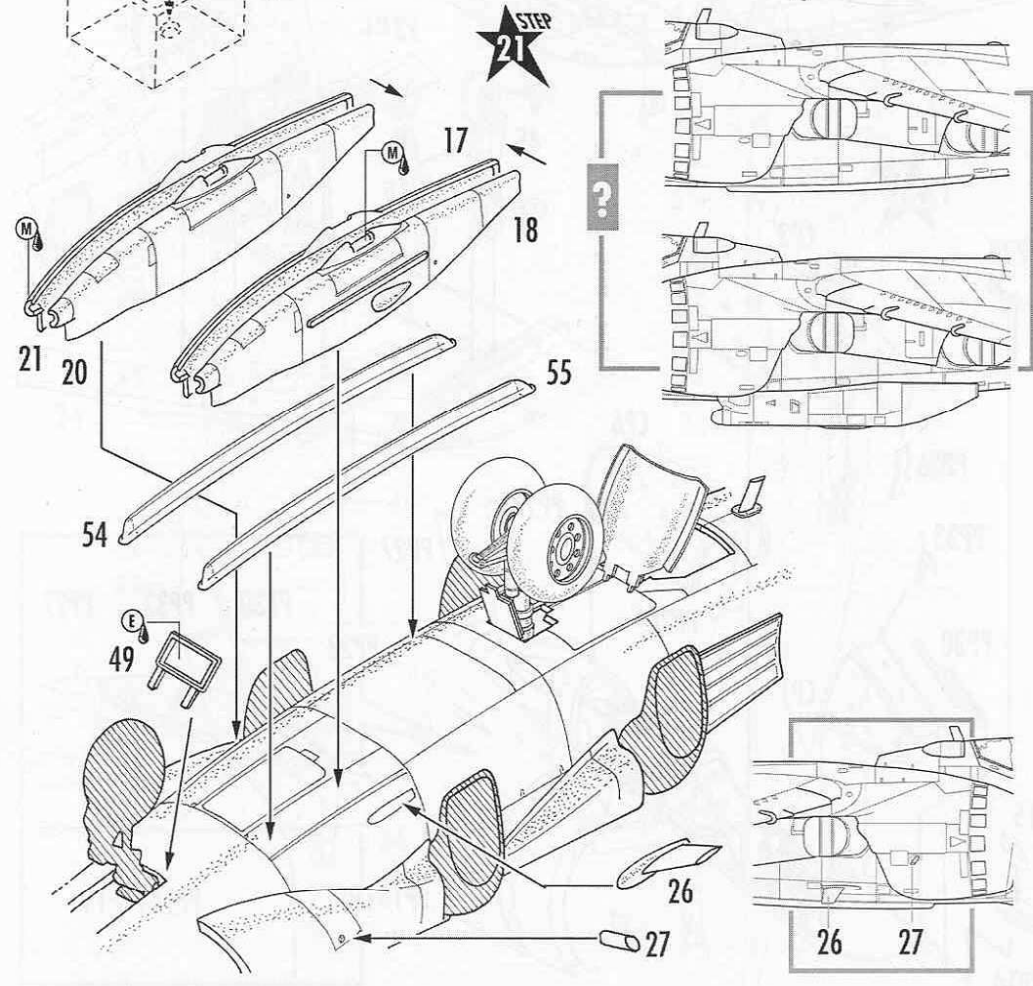
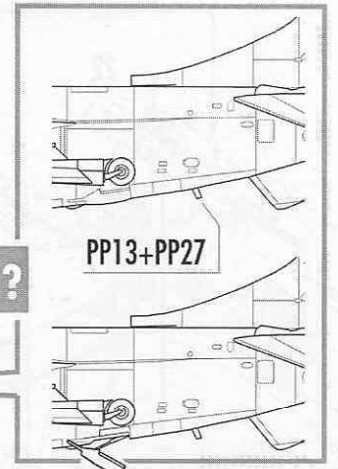
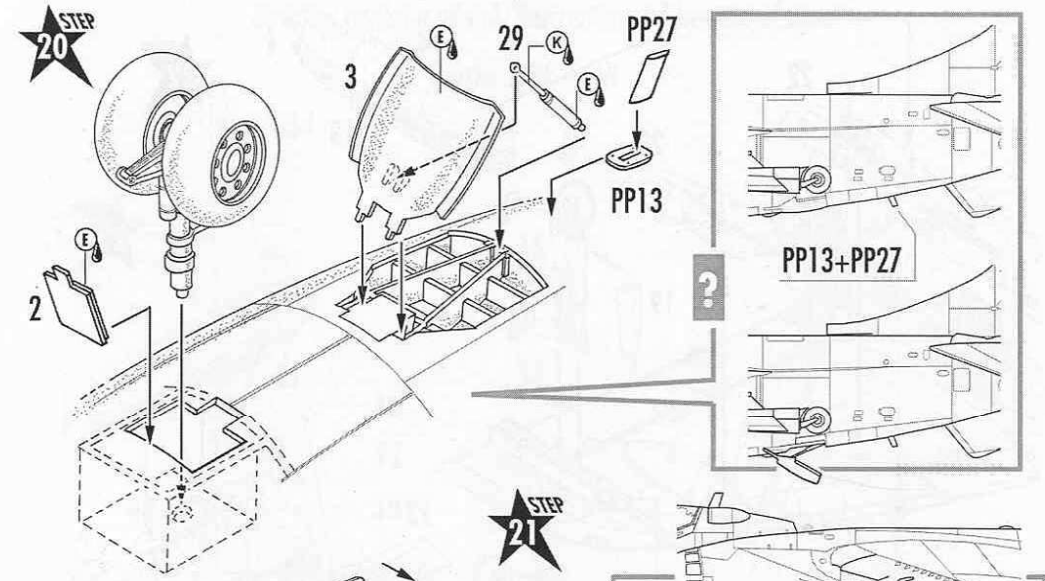
T Mk.4

T Mk.4N

7

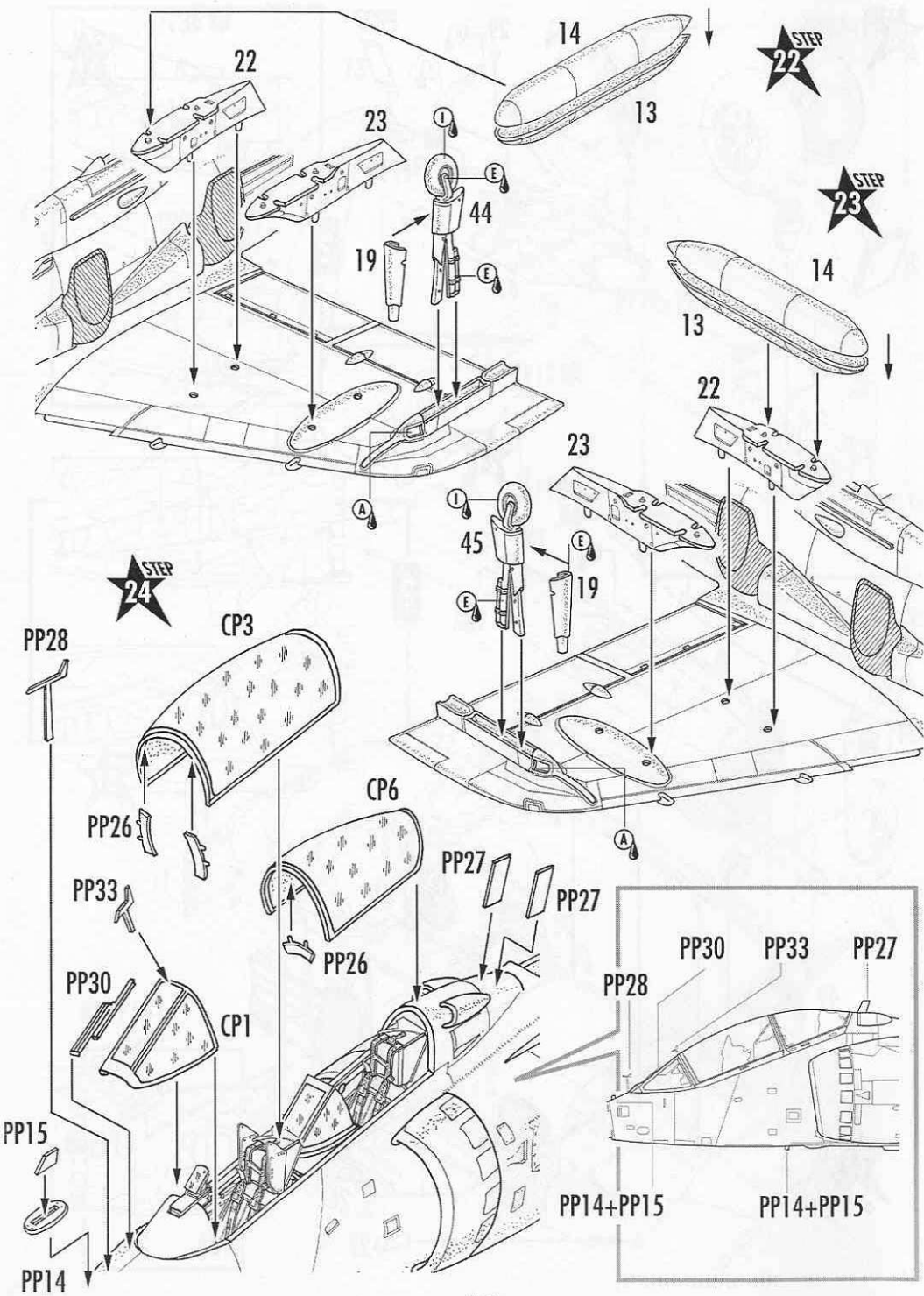


STEP 19



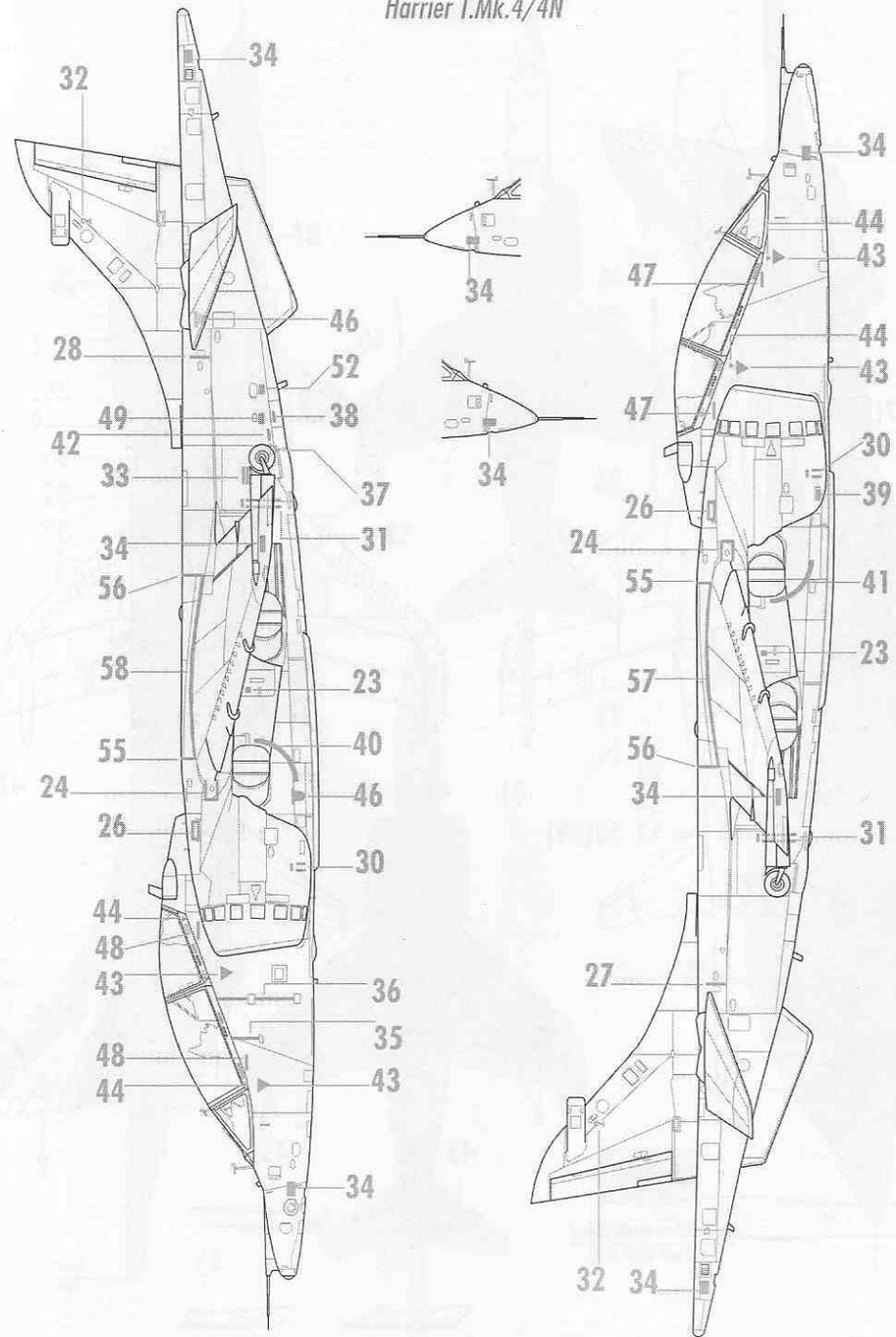
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9



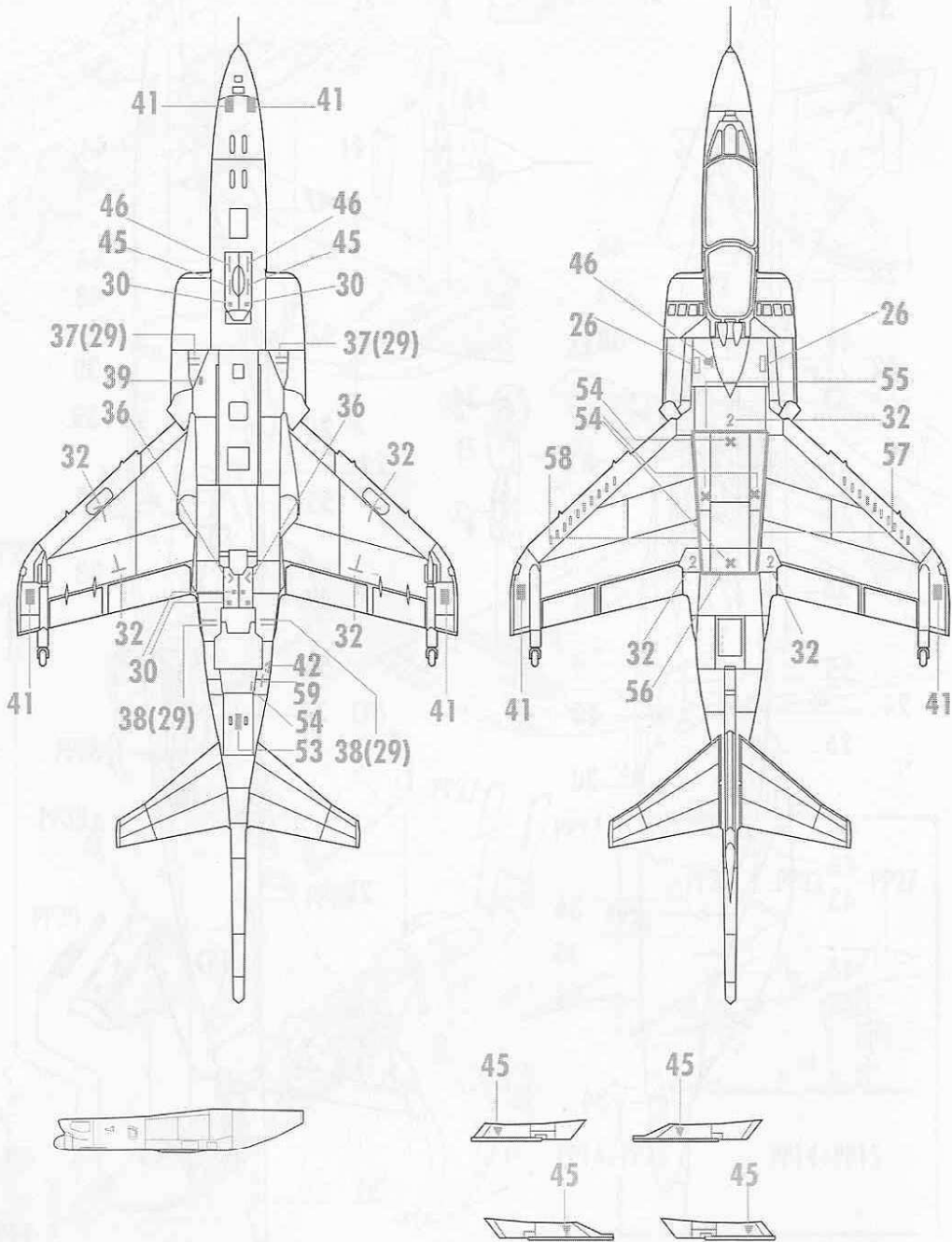
Umístění popisů a nápísů/Description and location of signs

Harrier T.Mk.4/4N

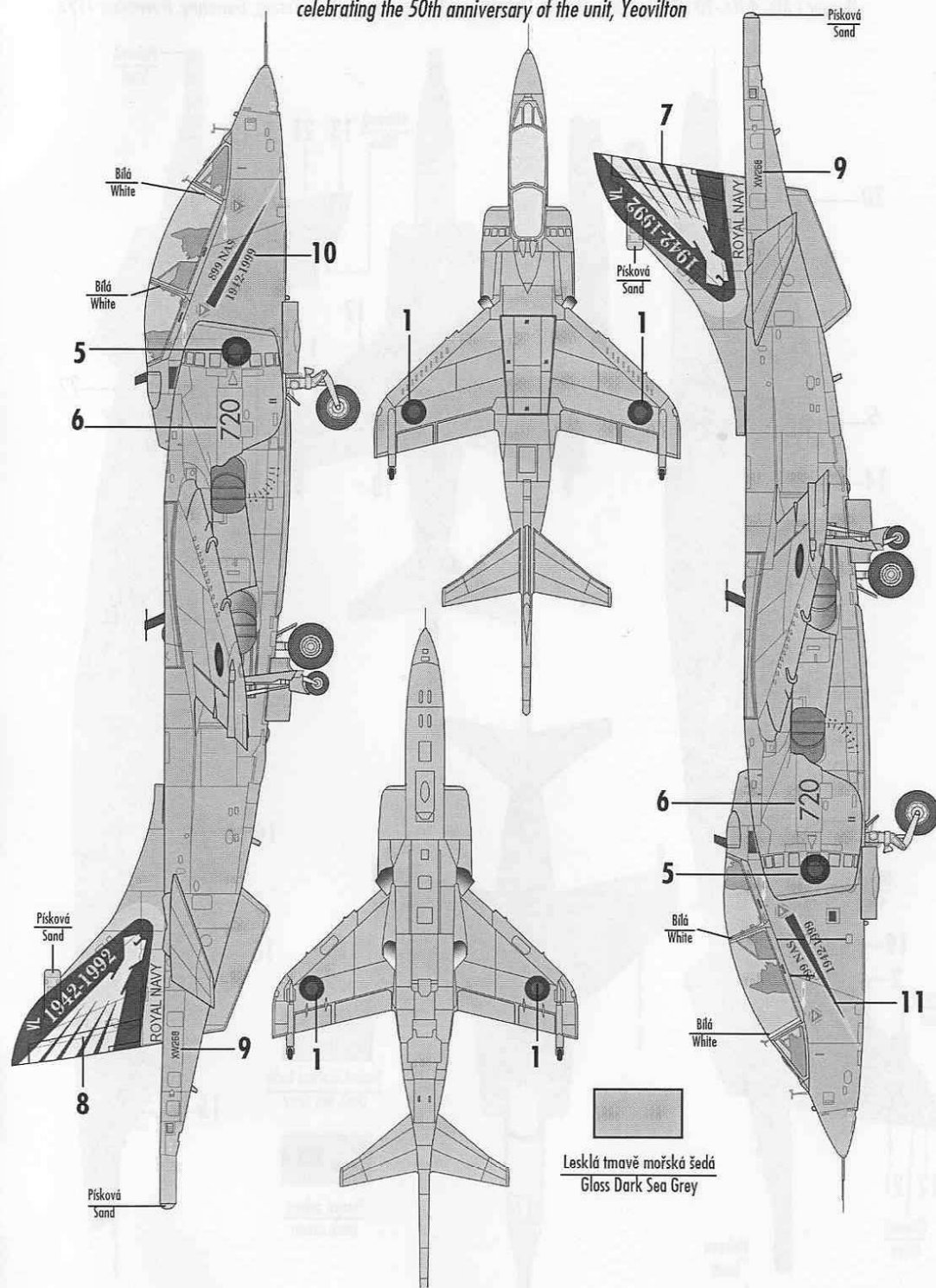


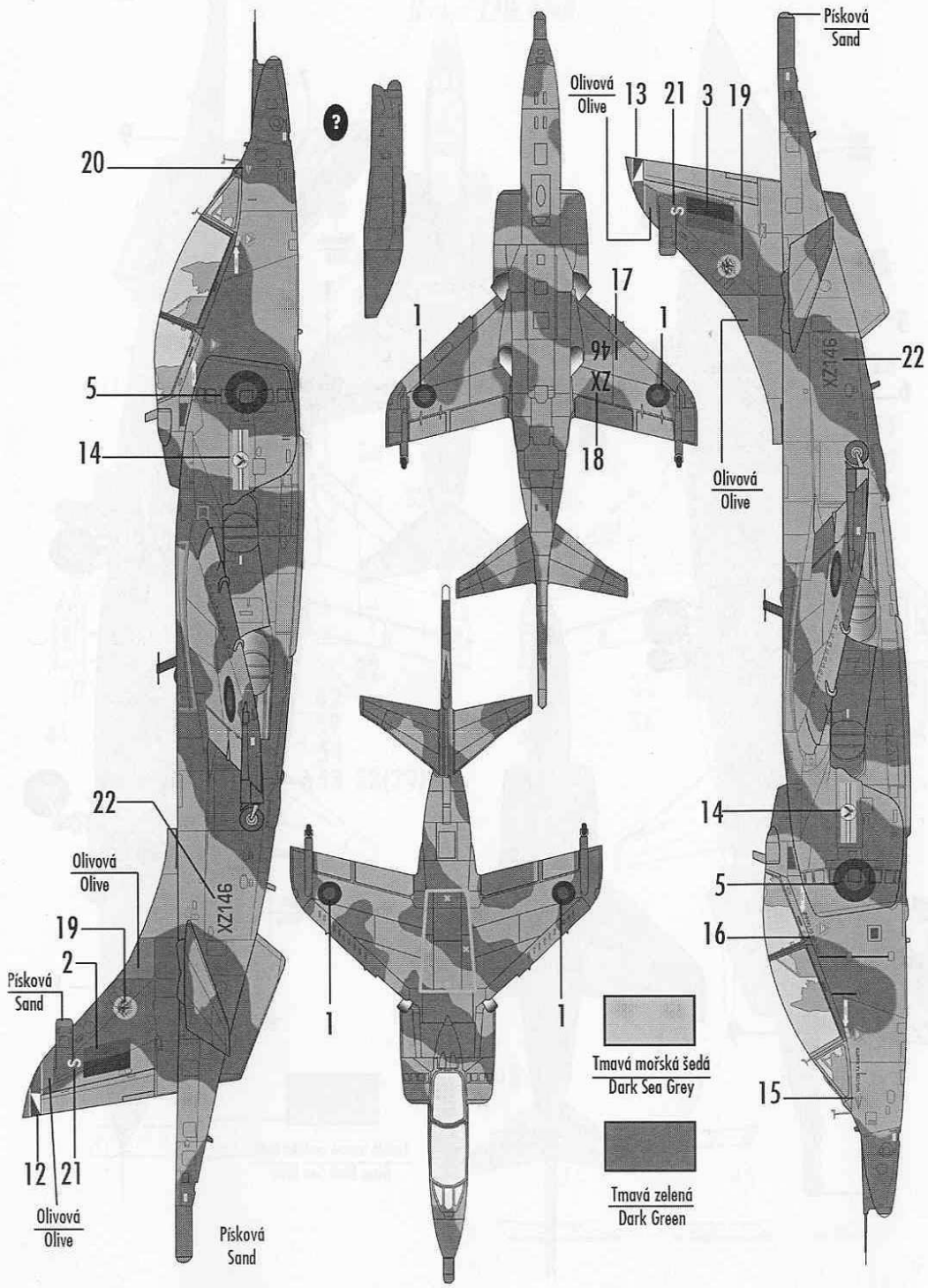
Umístění popisů a nápisů/Description and location of signs

Harrier T.Mk.4/4N



Harrier T Mk. 4N, No 899 Naval Air Squadron, seen in 1992 in special markings celebrating the 50th anniversary of the unit, Yeovilton

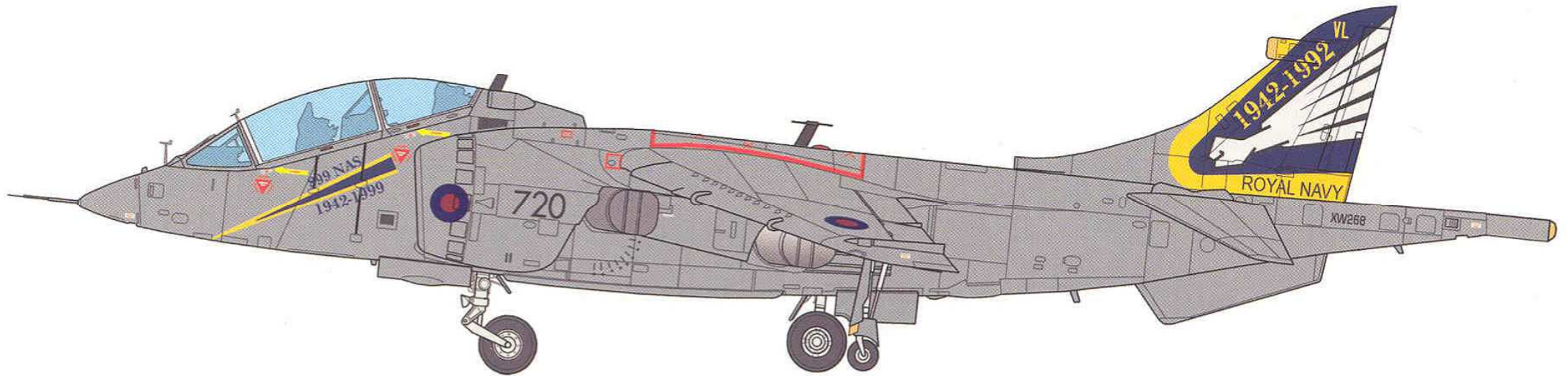
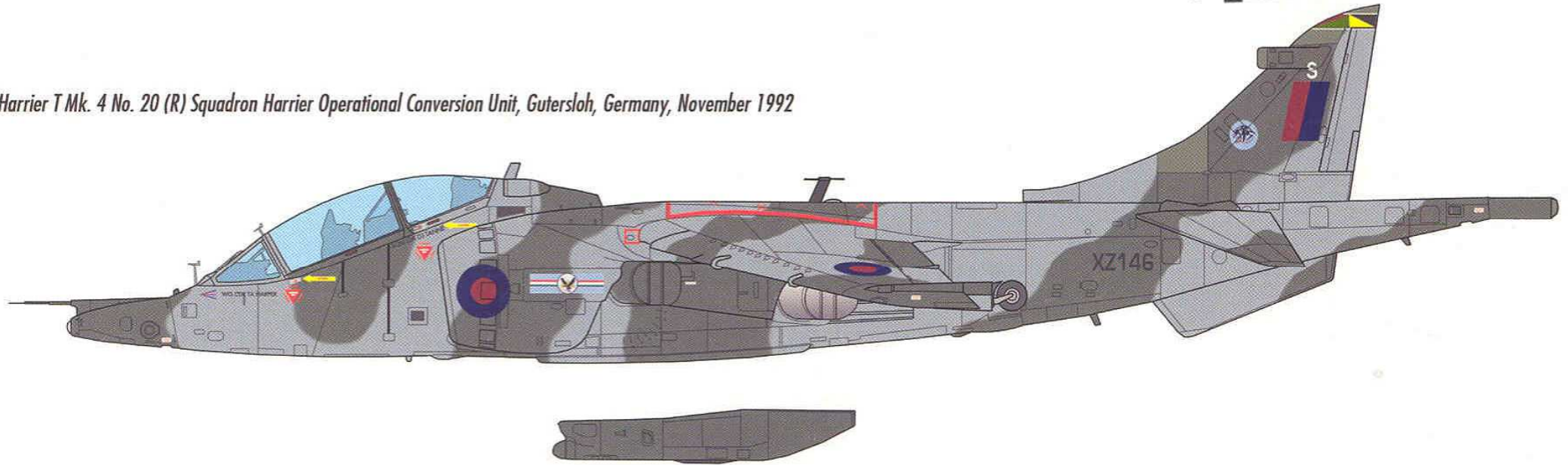




Hawker Siddeley Harrier T Mk.4/4N



Harrier T Mk. 4 No. 20 (R) Squadron Harrier Operational Conversion Unit, Gutersloh, Germany, November 1992



Harrier T Mk. 4N, No 899 Naval Air Squadron, seen in 1992 in special markings celebrating the 50th anniversary of the unit, Yeovilton

SW 72062(scale 1/72)