



1:48 SEPECAT Jaguar GR.1/GR.1A

A11010 SCALE MODEL CONSTRUCTION KIT | Wingspan: 181mm Fuselage Length: 348mm | Four Decal Schemes Included

EN

In May 1965, the Defence Ministries of France and the UK agreed on a joint programme to develop a supersonic trainer and tactical strike aircraft. France had already decided upon the Breguet 121 design and this, together with the Rolls-Royce/Turbomeca Adour engine became the basis of the Jaguar. Design leadership was with both Breguet Aviation and the British Aircraft Corporation, the two companies establishing the joint company SEPECAT to co-ordinate production. The first two-seat Jaguar trainer flew in September 1968 and the first single-seater in March 1969. Production GR.1 aircraft entered RAF service with 54 Sqn. in March 1974. The French Air Force phased the type into service earlier in June 1973. The GR.1 for the RAF was a single-seat all-weather strike and ground attack fighter equipped with NAVWASS (navigation and weapons aiming sub-system) enabling it to attack without the use of radar. Based mostly in Germany, RAF Jaguars were used for rapid deployment and regional reinforcement, and others flew in the tactical nuclear strike role, carrying the WE177 bomb. Upgraded GR.1A Jaguars flew very successfully in the 1990 Gulf War where 12 aircraft flew 612 combat sorties without loss. The final Jaguars were retired from RAF service in April 2007.

FR

En mai 1965, les ministères de la Défense de la France et du Royaume-Uni ont convenu d'un programme commun de développement d'un avion d'entraînement supersonique et d'un avion d'assaut tactique. La France avait déjà choisi le concept Breguet 121 qui, avec le moteur Rolls-Royce/Turbomeca Adour, a constitué la base du Jaguar. La direction de la conception fut confiée à la fois à Breguet Aviation et à la British Aircraft Corporation, et les deux sociétés ont créé la société commune SEPECAT pour coordonner la production. Le premier avion d'entraînement biplace Jaguar a décollé en septembre 1968, le premier monoplace en mars 1969. Le GR.1 de série est entré en service dans la RAF au sein du 54e escadron en mars 1974. L'armée de l'air française a mis ce type d'appareil en service plus tôt, en juin 1973. Le GR.1 destiné à la RAF était un chasseur monoplace tous temps de frappe et d'assaut au sol équipé du NAVWASS (sous-système de navigation et de visée des armes) qui lui permettait d'attaquer sans utiliser de radar. Basés principalement en Allemagne, les Jaguars de la RAF étaient utilisés pour le déploiement rapide et le renforcement régional, alors que d'autres étaient utilisés dans un rôle de frappe nucléaire tactique, transportant la bombe WE177. Les Jaguars GR.1A modernisés ont fait leurs preuves pendant la guerre du Golfe de 1990, où 12 appareils ont effectué 612 sorties de combat, sans aucune perte. Les derniers Jaguars ont été retirés du service de la RAF en avril 2007.

DE

Im Mai 1965 vereinbarten die Verteidigungsministerien Frankreichs und Großbritanniens ein gemeinsames Programm zur Entwicklung eines Überschall-Trainingsflugzeugs und taktischen Kampfflugzeugs. Frankreich hatte sich bereits für das Breguet 121-Design entschieden. Es bildete zusammen mit dem Rolls-Royce/Turbomeca Adour-Triebwerk die Grundlage für den Jaguar. Die Federführung bei der Entwicklung lag sowohl bei Breguet Aviation als auch bei der British Aircraft Corporation, die zur Koordinierung der Produktion das gemeinsame Unternehmen SEPECAT gründeten. Das erste zweisitzige Jaguar-Trainingsflugzeug flog im September 1968, das erste einsitzige im März 1969. Die Serienmaschine GR.1 wurde im März 1974 bei der 54 Squadron (Staffel 54) der RAF in Dienst gestellt. Die französische Luftwaffe stellte den Typ bereits im Juni 1973 in Dienst. Die GR.1 der RAF war ein einsitziges Allwetter-Jagd- und Bodenangriffsflugzeug. Sie war mit dem Navigations- und Waffenzieleinrichtungssystem NAVWASS (Navigation and Weapons Aiming Subsystem) ausgerüstet und konnte somit ohne Radar angreifen. Die meist in Deutschland stationierten RAF-Jaguars wurden zur schnellen Verlegung und regionalen Verstärkung eingesetzt, andere dienten als taktische Nuklearjäger mit der Bombe WE177 an Bord. Nachgerüstete GR.1A Jaguars flogen sehr erfolgreich im Golfkrieg 1990, als 12 Maschinen 612 Einsätze ohne Verluste flogen. Die letzten Jaguars wurden im April 2007 aus dem Dienst der RAF ausgemustert.

Specification

Maximum Speed: 1056 mph (1699km/h)
Combat Range: 506 miles (815 km)
Wingspan: 28 ft 6.0 in (8.69 m)
Length: 55 ft 3.0 in (16.83 m)
Armament: 2 X 30mm calibre DEFA cannon. 7 x Hard-points to carry combinations of rocket pods, missiles and bombs up to 10,000lb (4,500Kg)

Spécification:

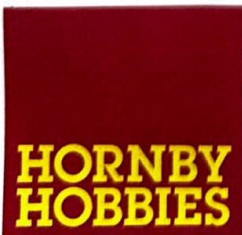
Vitesse maximale: 1699 km/h
Rayon d'action: 815 km
Envergure: 8,69 m
Longueur: 16,83 m
Armement: 2 canons DEFA de calibre 30 mm 7 points d'appui pour le transport de combinaisons de nacelles de roquettes, missiles et bombes jusqu'à 4 500 kg

Spezifikation:

Höchstgeschwindigkeit: 1699 km/h
Kampfreichweite: 815 km
Spannweite: 8,69 m
Länge: 16,83 m
Bewaffnung: 2 DEFA-Kanonen vom Kaliber 30 mm. 7 Festpunkte für Kombinationen von Raketen, Raketen und Bomben bis zu 4.500 kg

Airfix would like to thank the following for their valuable help in the development of this model:

RAF Museum Cosford, Bentwaters Cold War Museum, RAF Manston History Museum, RAF Coltishall Heritage Centre, City of Norwich Aviation Museum, Stu Fone, Craig Scott and David Jones



FOR BEST RESULTS:

Surfaces to be painted should be clean – before parts are removed from the sprue, wash in warm, soapy water, rinse and dry thoroughly. Stir paints thoroughly before use.

PLEASE NOTE:

Some parts in the kit may not be required to build the model specified.



Manufactured by: Hornby Hobbies Ltd Westwood, Margate, Kent, CT9 4JX, UK +44(0)1843 233525 customerservices.uk@hornby.com

EU Authorised Representative: Hornby Italia SRL Viale dei Caduti, 52/A6, Castel Mella (BS), Italy, 25030 +39 0687501292 customerservices.it@hornby.com

ES En mayo de 1965, los ministerios de defensa de Francia y del Reino Unido acordaron desarrollar conjuntamente un avión supersónico de entrenamiento y ataque a tierra. Francia ya había decidido diseñar el Breguet 121 y este, junto con el motor Rolls-Royce/Turbomeca Adour se convirtió en la base del Jaguar. Breguet Aviation y British Aircraft Corporation lideraron el diseño, creando ambas compañías la empresa conjunta SEPECAT para coordinar la producción. El primer entrenador biplaza Jaguar voló en septiembre de 1968 y el primer monoplaza en marzo de 1969. El avión de producción GR.1 entró en servicio de la RAF en el Escuadrón 54, en marzo de 1974. La Fuerza Aérea Francesa destinó al servicio el prototipo antes, en junio de 1973. El GR.1 para la RAF fue un caza monoplaza todo tiempo de ataque táctico y ataque al suelo equipado con NAVWASS (subsistema de navegación y puntería para armas), lo que le permitía atacar sin usar el radar. Destinados en su mayoría en Alemania, los Jaguar de la RAF se utilizaron para despliegues rápidos y refuerzos localizados, además de operar como cazabombarderos de ataque nuclear con la bomba WE177. Los Jaguars mejorados GR.1A volaron con gran éxito en la Guerra del Golfo de 1990, en la que 12 aviones participaron en 612 salidas de combate sin sufrir bajas. Los últimos Jaguars se retiraron del servicio en la RAF en abril de 2007.

SV I maj 1965 kom Frankrikes och Englands försvarsministerier överens om ett gemensamt program för utvecklingen av ett över ljudplan för träning och taktiska insatser. Frankrike hade redan beslutat att använda formgivningen från Breguet 121 och den utgjorde tillsammans med motorn från Rolls-Royce/Turbomeca Adour grunden för Jaguar. Både Breguet Aviation och British Aircraft Corporation ledde formgivningsarbetet och de två företagen grundade det gemensamma bolaget SEPECAT för att koordinera produktionen. Det första tvåsitsiga Jaguar-träningsflygplanet lyfte i september 1968 och det första ensitsiga i mars 1969. Massproducerade GR.1-flygplan togs i bruk i RAF:s 54:e skvadron i mars 1974. Det franska luftvapnet hade fasat in modellen i juni 1973.

För RAF var GR.1 ett ensitsigt jaktplan för insats och markangrepp i alla väder, utrustat med NAVWASS (undersystem för navigation och sikte) vilket gjorde det möjligt att anfalla utan att använda radar. RAF:s Jaguar-flygplan var i första hand stationerade i Tyskland där de användes för snabba insatser och lokal förstärkning. Andra bestyckades med WE177-bomber och användes för taktiska kärnvapenangrepp. Uppgraderade Jaguar GR.1A-plan användes framgångsrikt i Gulfkriget under 1990-talet, då 12 flygplan genomförde 612 stridsuppdrag utan förluster. De sista Jaguar-planen pensionerades från RAF-tjänst i april 2007.

Especificación:
 Velocidad máxima: 1699 km/h
 Autonomía en combate: 815 km
 Envergadura: 8,69 m
 Longitud: 16,83 m
 Armamento: 2 cañones DEFA de calibre 30 mm. 7 puntos de anclaje para transportar diferentes combinaciones de lanzamisiles, misiles y bombas, hasta un peso de 4 500 kg

Spekifikation:
 Maximal hastighet: 1699 km/h
 Stridsräckvidd: 815 km
 Spännvidd: 8,69 m
 Längd: 16,83 m
 Bestyckning: 2 x 30 mm DEFA-automatkanoner. 7 balklägen för bestyckning med en kombination av raketkapslar, raketer och bomber på upp till 4 500 kg

ASSEMBLY INSTRUCTIONS

EN Study drawings and practise assembly before cementing parts together. Carefully scrape paint from cementing surfaces. All parts are numbered. Paint small parts before assembly. To apply decals cut sheet as required, dip in warm water for a few seconds, slide off backing into position shown. Use in conjunction with box artwork. Not appropriate for children under 36 months of age, due to the presence of small detachable parts.

FR Étudier attentivement les dessins et simuler l'assemblage avant de coller les pièces. Gratter soigneusement toute peinture sur les surfaces à coller. Toutes les pièces sont numérotées. Peindre les petites pièces avant l'assemblage. Pour coller les décalcomanies, découper le motif, le plonger quelques secondes dans de l'eau chaude puis le poser à l'endroit indiqué en décollant le support papier. Utiliser conjointement avec les illustrations sur la boîte. Ne convient pas aux enfants de moins de 36 mois - présence de petits éléments détachables.

DE Vor dem Zusammenkleben der Teile die Zeichnungen sorgfältig ansehen und die zu verklebenden Teile zur Vermeidung möglicher Fehler versuchsweise zusammenfügen. Dann an den Klebeflächen vorhandene Farbbeschichtung vor dem Zusammenkleben vorsichtig abkratzen. Alle Bestandteile sind mit Nummern versehen. Kleine Teile vor dem Zusammenbau bemalen. Abziehbilder wie gewünscht ausschneiden. Vor dem Anbringen einige Sekunden in warmes Wasser tauchen und dann vom Trägerpapier in ihre vorgesehene Position schieben. Dabei die Abbildungen auf der Schachtel beachten. Nicht für Kinder unter 36 Monaten geeignet, da abnehmbare bzw. lose angebrachte Kleinteile enthalten sind.

ES Estudiar los dibujos y practicar el montaje antes de pegar las piezas. Raspar cuidadosamente la pintura en las superficies de contacto antes de pegar las piezas. Todas las piezas están numeradas. Es conveniente pintar las piezas pequeñas antes de su montaje. Para aplicar las calcomanías, cortarlas de la hoja, sumergirlas en agua tibia durante unos segundos y deslizarlas a la posición indicada. Utilizar en conjunción con la ilustración de la caja. No es adecuado para niños menores de 36 meses, ya que contiene piezas pequeñas que podrían soltarse.

SV Studera bilderna noggrant och sätt ihop delarna innan du limmar ihop dem. Skrapa försiktigt bort färg från limmade delar. Alla delarna är numererade. Måla smådelarna före ihopsättning. Sätt fast dekalerna genom att klippa arket, doppa i varmt vatten några sekunder och låta baksidan glida på plats som bilden visar. Använd enligt bildanvisningarna på kartongen. Rekommenderas ej för barn under 3 år. Innehåller löstagbara smådelar.

NL Tekeningen bestuderen en delen in elkaar zetten Alvorens deze te lijmen. Lak voorzichtig van lijmvlakken afschrappen. Alle delen zijn genummerd. Kleine delen vóór montage verven. Voor aanbrengen van stickers, gewenste stickers uit het vel knippen, een paar seconden in warm water dompelen en dan van het schutblad af op afgebeelde plaats schuiven. Hierbij afbeelding op doos raadplegen. Niet geschikt voor kinderen onder 3 jaar, omdat kleine deeltjes gemakkelijk kunnen losraken.

PO Przed przystąpieniem do sklejania przestuduj uważnie rysunki i precyzyjnie składanie części. Ostrożnie zeskrób ze sklejanych powierzchni farbę. Wszystkie części są ponumerowane. Drobnie części pomaluj przed ich złożeniem. Celem przeniesienia kalkomanii wyciąć ją z arkusza, zanurzyć na kilka sekund w letniej wodzie i zszyć z podłoża na wymagane miejsce. Użyć w połączeniu ze wzorami na pudełku. W związku z obecnością wielu drobnych, rozbielanych części, nieopowiednie dla dzieci poniżej 3 lat.

IT Studiare i disegni ed esercitarsi a montare i vari pezzi prima di fissarli con la colla. Raschiare con cura le tracce di vernice dalle superfici da incollare. Tutti i pezzi sono numerati. Verniciare i pezzi di piccole dimensioni prima di montarli. Per applicare le decalcomanie, ritagliare il foglio nel modo richiesto, immergere in acqua calda per alcuni secondi, quindi staccare la decalcomania dalla carta di supporto e posizionarla nel punto desiderato. Usare le decalcomanie come indicato nell'illustrazione riportata sulla confezione. Non adatto a bambini di età inferiore a 36 mesi per la presenza di componenti di piccole dimensioni che potrebbero staccarsi.

PT Estudar atentamente os desenhos e experimentar a montagem. Raspar cuidadosamente as superfícies de modo a eliminar a pintura antes de colar. Todas as peças estão numeradas. Pintar as pequenas peças antes de colar. Para aplicar as decalcomanias, cortar as folhas e mergulhar em água morna por alguns segundos, depois deslizar e aplicar no respectivo lugar, como indicado nas ilustrações na caixa. Não convém a uma criança de menos de 36 meses devido à presença de pequenos elementos destacáveis.

EL Μελετήστε προσεκτικά τα σχέδια και συναρμολογήστε για πρώτη φορά τα κομμάτια χωρίς να τα συγκολλήσετε. Αφαιρέστε επιμελώς την πλαστική βαφή από τις επιφάνειες τις οποίες θα συγκολλήσετε. Όλα τα κομμάτια είναι αριθμημένα. Χρωματίστε τα μικρά κομμάτια πριν από τη συναρμολόγηση. Για να κολλήσετε τις χαλκομανίες, κόψτε γύρω από το σχέδιο όπως απαιτείται, βυθίστε το μερικά δευτερόλεπτα σε χλιαρό νερό και μετά τοποθετήστε το στη θέση που υποδεικνύεται, αφαιρώντας τη μεμβράνη που το καλύπτει. Λάβετε υπόψη σας ταυτόχρονα την εικονογράφηση του κουτιού. Ακατάλληλο για παιδιά ηλικίας κάτω των 36 μηνών λόγω ύπαρξης μικρών κομματιών που αποσπώνται.

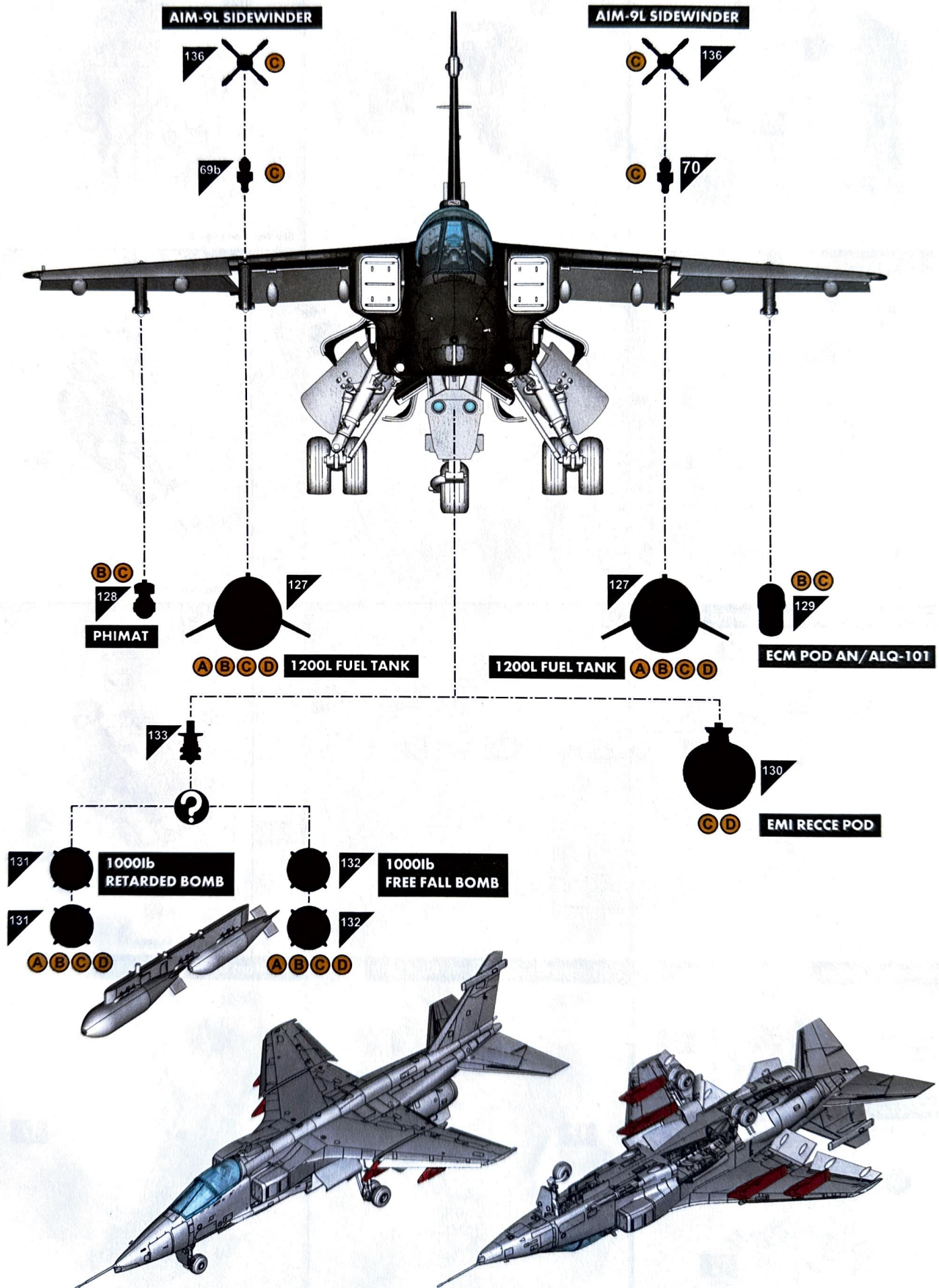
FI Tutustu piirroksiin ja harjoittele kokoamista, ennen kuin liimaat osat yhteen. Raaputa maali varovasti pois liimattavilta pinnolta. Kaikki osat on numeroitu. Maaia pienet osat ennen muukaan. Kasta kuiva lämpimään veteen muutama sekunnin ajaksi, anna takapuolen liukua kuvalle osoitettuun kohtaan. Käytetään yhdessä laatikon kuvituksen kanssa. Ei sovelleta alle kolmivuotiaille lapsille. Paljon irrottavia pikkuosia.

DA Studér tegningerne nøje og forsøg at sætte delene sammen, inden de klæbes sammen. Skrab forsigtigt malingen af de overflader, der skal klæbes sammen. Alle dele er nummererede. Små dele skal males, før de monteres. Overføringsbillederne påføres ved at klippe dem ud af arket, som påkrævet, dypp dem i varmt vand i nogle få sekunder, hvorefter underlaget glides af i de viste positioner. Påføres ifølge illustrationerne på æsken. Ikke egnet til børn under 3 år på grund af tilstedeværelse af små aftagelige dele.

ASSEMBLY ICON INSTRUCTIONS

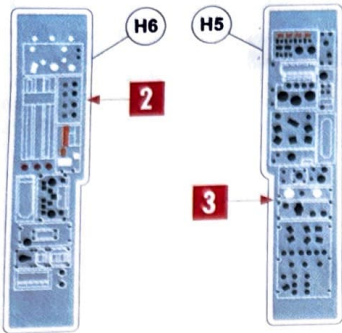
<p>1</p> <p>Assembly phase Phase de montage Montagephase Fase de montaje Monteringsfasen Fase di montaggio Montagephase Fase de montagem Monteringsfase Kokoamisvaihe Faza składanania Φάση συναρμολόγησης</p>	<p>A1</p> <p>Cement Coller Kleben Pegar Limma Lijmen Colar Klebes Limaa Kleić Συγκολλήστε</p>	<p>Do not cement together No pas coller Nicht kleben No pegar Limma inte Niet lijmen Não colar Skal ikke klæbes Alli limaa Nie kleić Μη συγκολλήσετε</p>	<p>Indicates final location Indique l'emplacement final Zeigt Endposition Indica la ubicación definitiva Anger slutmonteringsplats Sede di montaggio finale Geeft uiteindelijke locatie aan Indica localização final Viser endelig placering Osoittaa lopullisen sijainnin Oznacza miejsce docelowe Υποδεικνύει τελική τοποθεσία</p>	<p>Alternative part(s) provided Autre(s) pièce(s) fournie(s) Ersatzteil(e) mitgeliefert Se incluye(n) pieza(s) alternativa(s) Alternativ(a) del(ar) ingår Uno o più componenti alternativi forniti Alternatieve onderdelen meegeleverd Peça(s) alternativa(s) fornecida(s) Alternativ(e) dele (e) medfølger Vaihtoehtoiset osat pakkauksessa Dostępe części zamienné Παρέχονται εναλλακτικά κομμάτια</p>	<p>Repeat this operation Répétez l'opération Vorgang wiederholen Repètr la operación Upprepa åtgärden Ripetere l'operazione De verrichting herhalen Repètr a operação Manöveren gentages Toista toimintapide Powtórzć operację Επαναλάβετε τη διαδικασία</p>	
<p>1</p> <p>Decals Décalcomanies Abziehbild Calcomanias Dekaler Decalcomanie Stickers Decalcomania Billedoverføring Siirtokuvat Kalkomanie Χαλκομανίες</p>	<p>A1</p> <p>Crystal part Pièce cristal Kristallteil Pieza de cristal Kristalldel Pezzo cristallo Kristallen onderdeel Peça de cristal Kryształowyk Kryształosa Część kryształowa Κομμάτι κρυστάλλου</p>	<p>Weight Lester Beschweren Lastrar Belasta Applicare un peso Verzwaren Påfør vægt Aseta vastapaino Obciążyć balastem Επιθέστε βάρος</p>	<p>Remove by filing Enlever avec une lime Abfeilen Eliminar con lima Ta bort genom att fila Rimuovere con la lima Verwijderen door afvijlen Removeo limando Fjern ved at file væk Poista viilamalla Usunąć przy użyciu pilnika Αφαιρέστε λιμάροντας με λιμά</p>	<p>Drill or pierce Parcer Durchbohren Perforar Borra Trapanare o forare Boren of doorboren Furar Gennembor Poraa tai puhkaise Wywierćć lub przedziurawić Τρυπήστε</p>	<p>Cut Découper Schneiden Cortar Skär Tagliare Snijden Cortar Skær Leikkaa Przeciąć Κόψτε</p>	<p>Humbrol paint number No peinture Humbrol Humbrol-Farbnnummer No de pintura Humbrol Humbrol färg nummer No vernice Humbrol Humbrol verfnnummer No de pintura Humbrol Humbrol malingsnummer Humbrol-malain numero Nr farby Humbrol Νούμερο χρώματος Humbrol</p>

Note: Apply under-wing decals before attaching pylons and weapons.



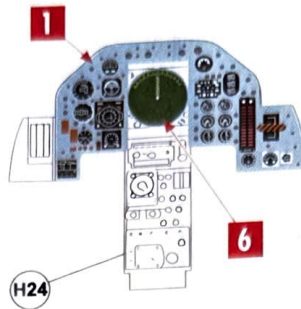
Position of Internal Decals & Detailing Paint Callouts

Cockpit Side Consoles



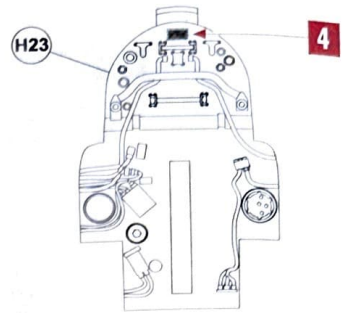
See step 1 on page 5

Instrument Panel



See step 2 on page 5

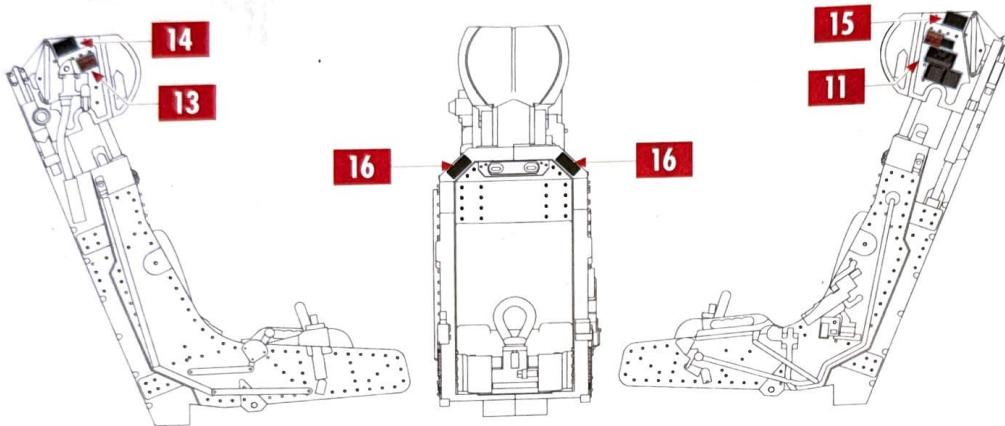
Cockpit Rear Bulkhead



See step 3 on page 5

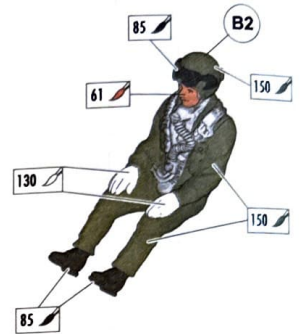
Martin-Baker Type 9B Mk.2 Ejection Seat

A + D



See step 7 on page 5

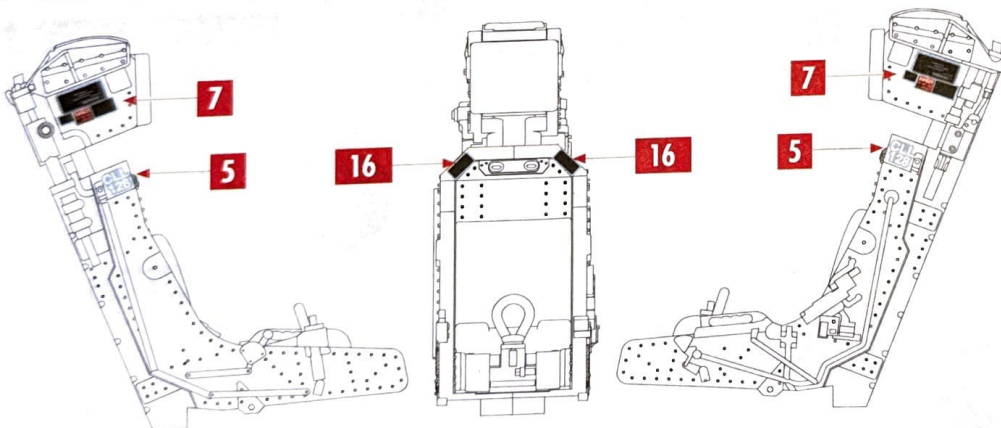
Pilot A + B + D



See step 120 on page 17

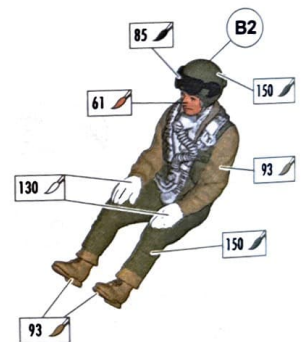
Martin-Baker Type 9B Mk.3 Ejection Seat

B + C



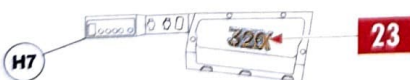
See step 11 on page 5

Pilot C



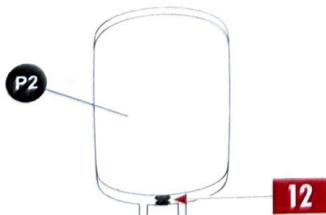
See step 120 on page 17

Side Console Detail



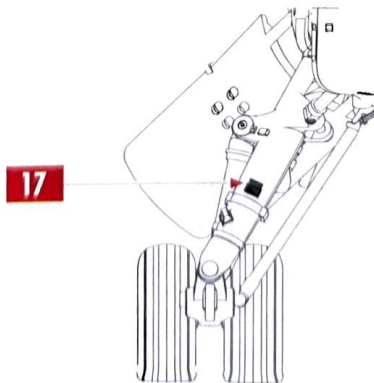
See step 16 on page 6

Main Canopy Section



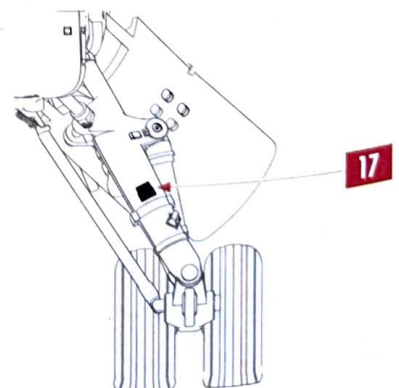
See step 121 on page 17

Starboard Main Undercarriage Strut

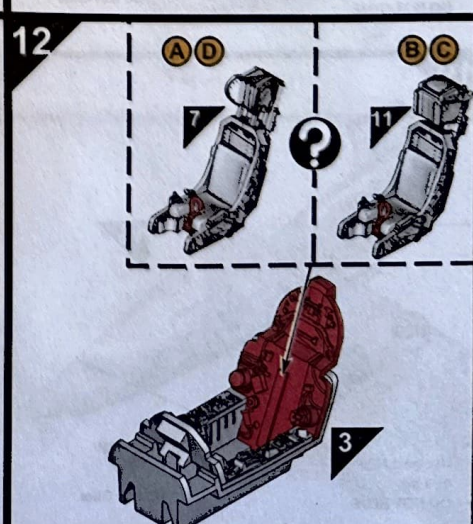
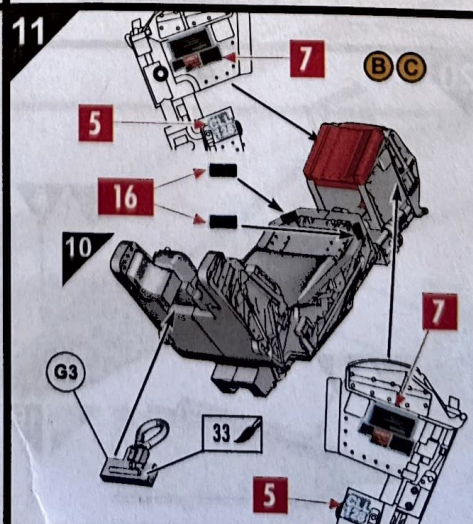
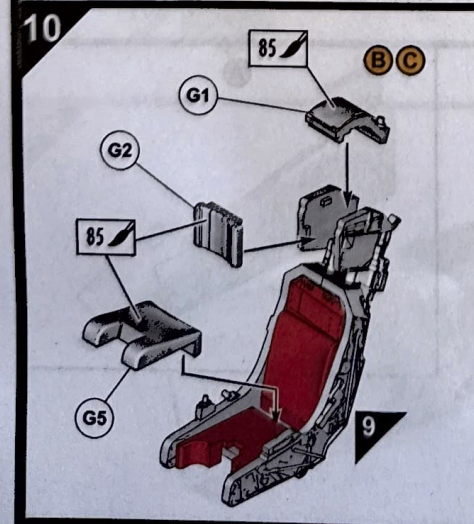
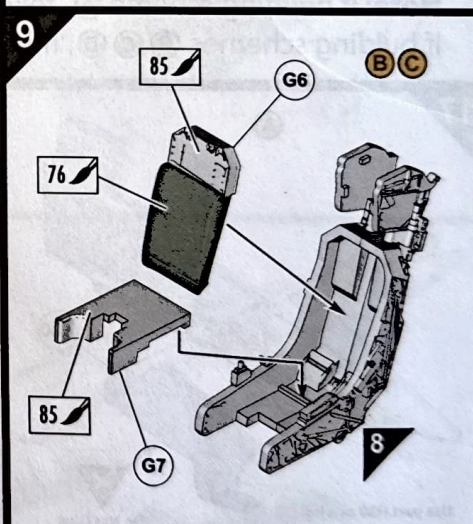
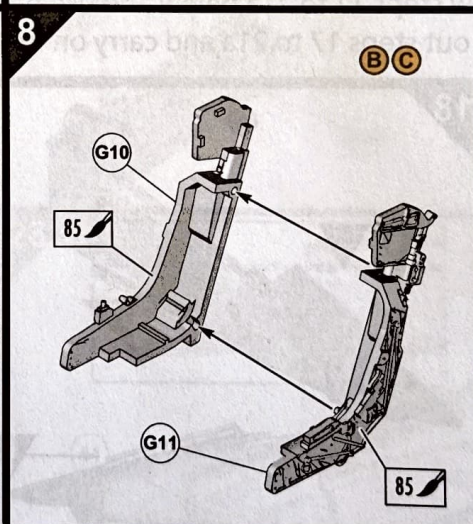
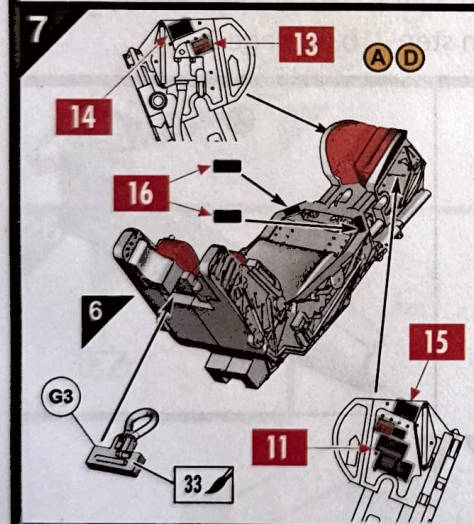
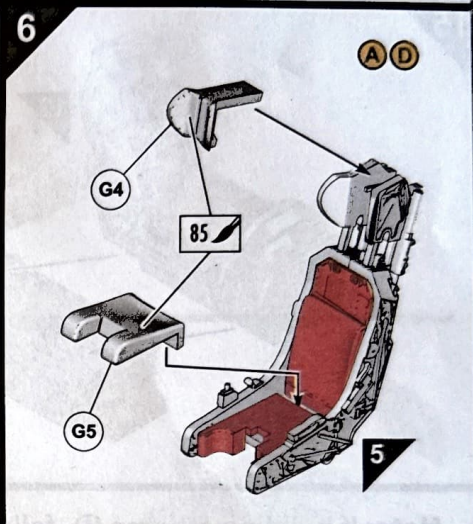
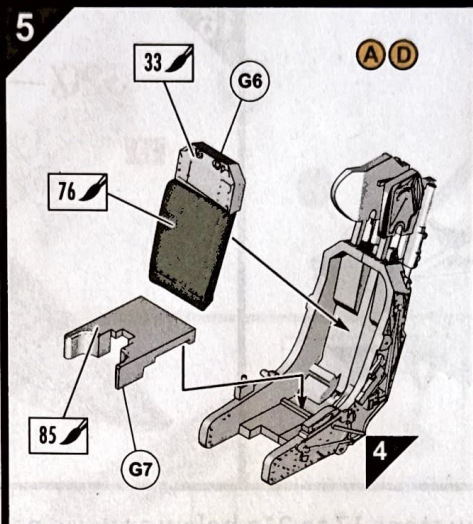
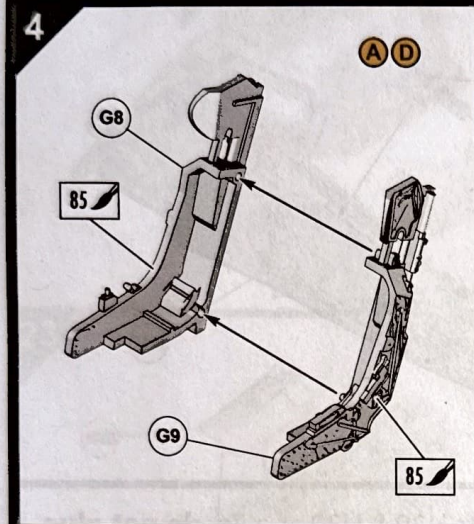
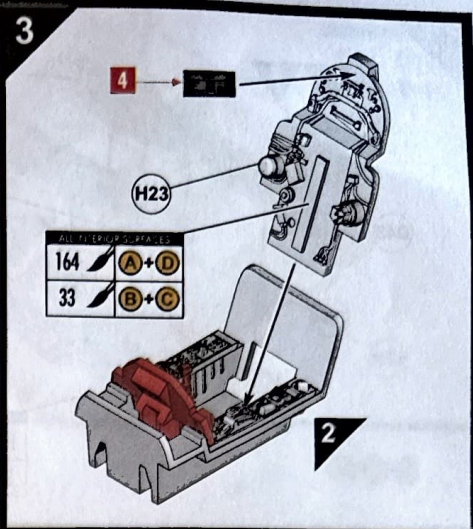
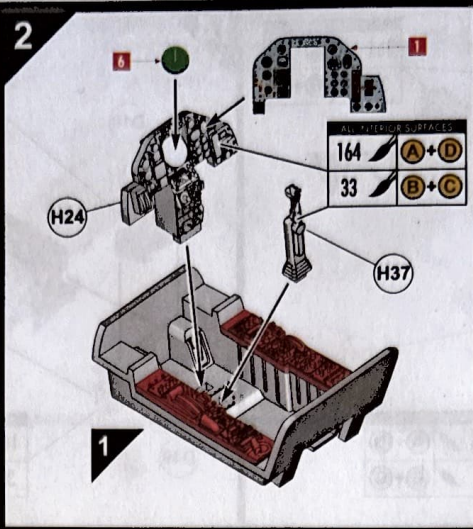
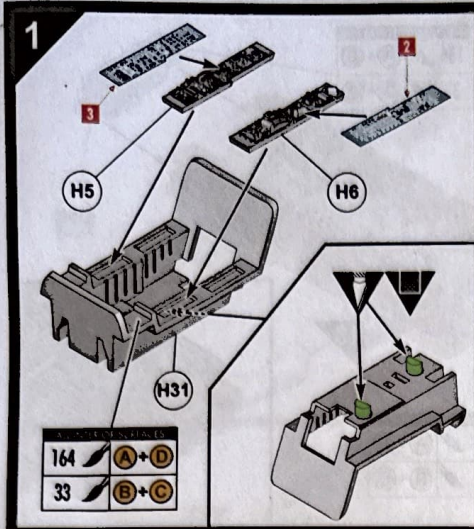


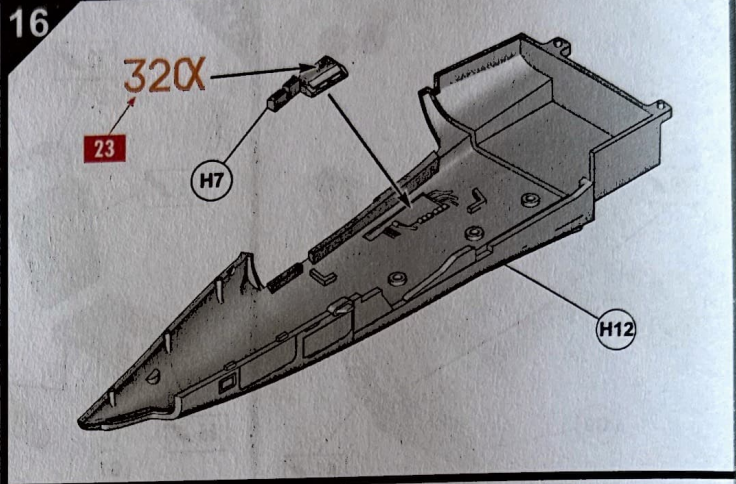
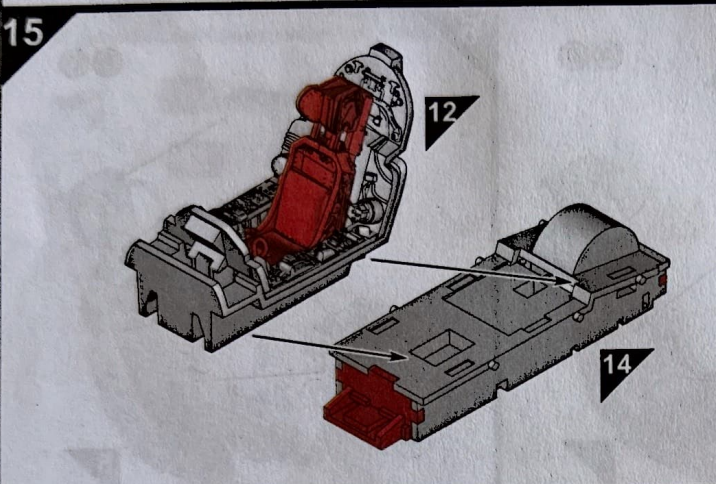
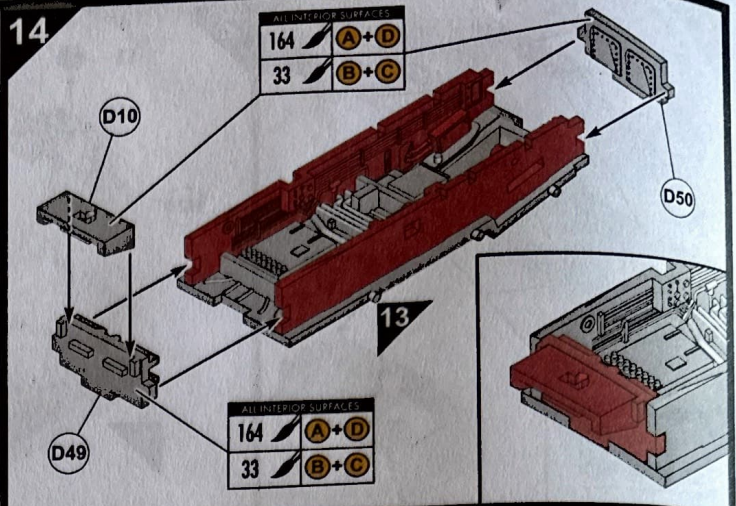
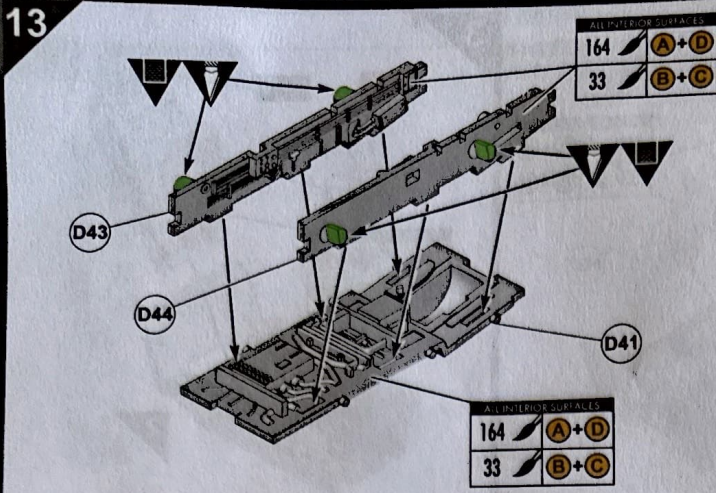
See step 79 on page 14

Port Main Undercarriage Strut

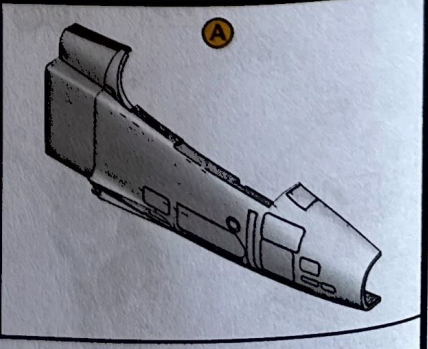
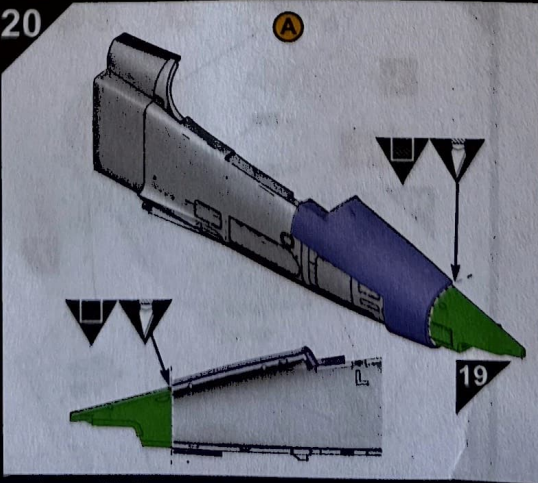
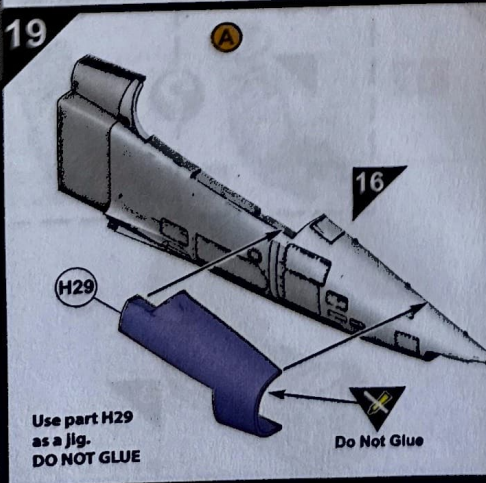
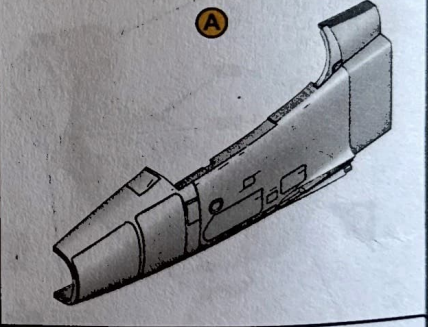
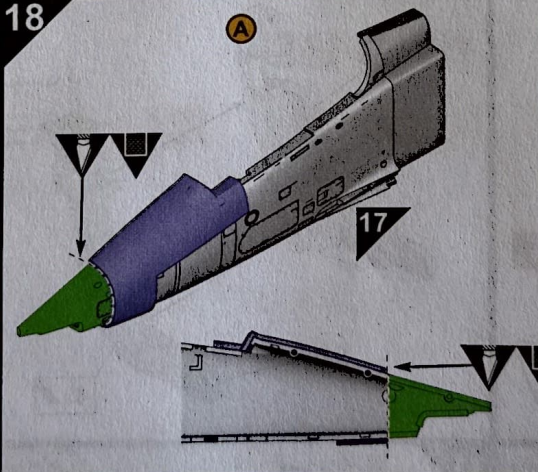


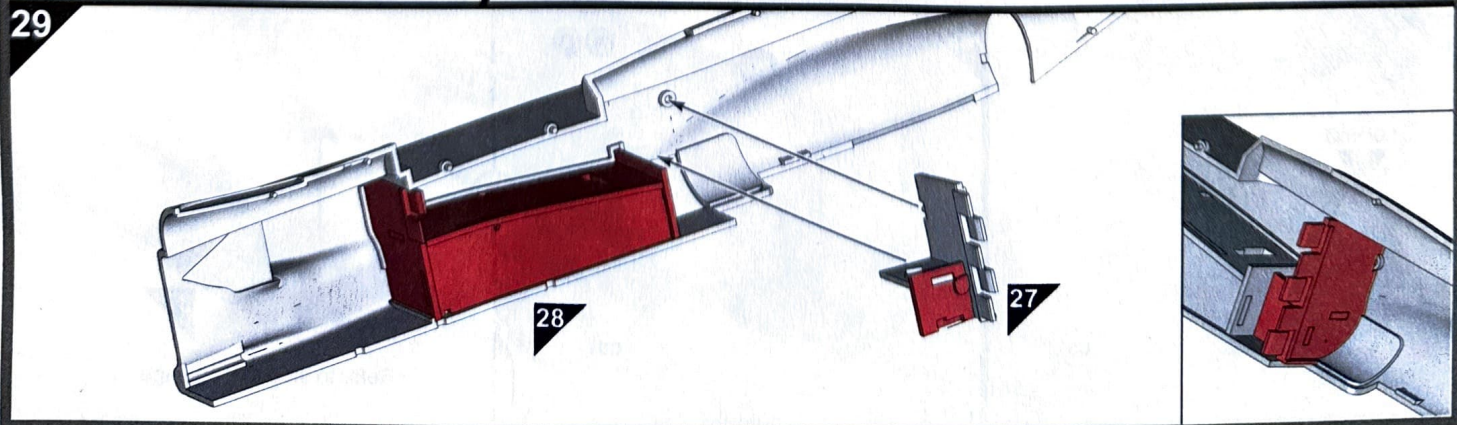
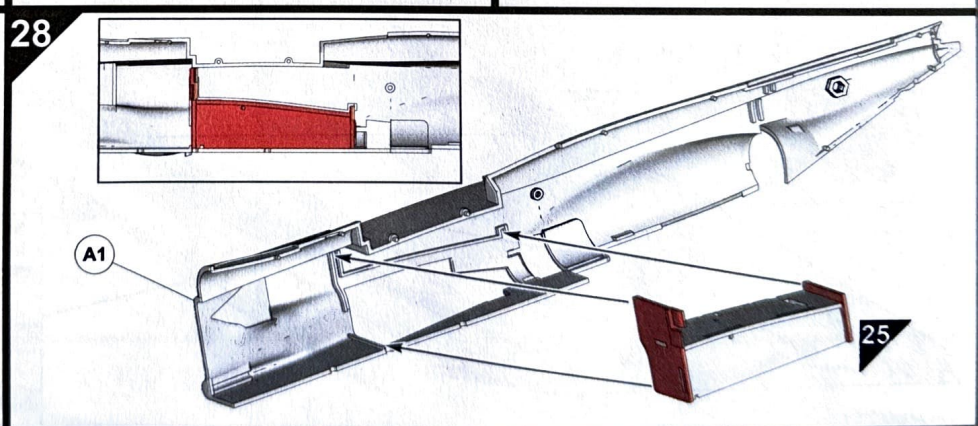
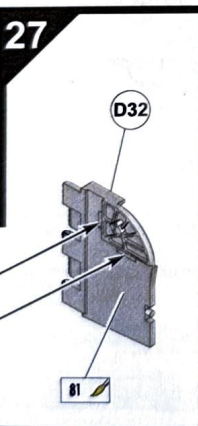
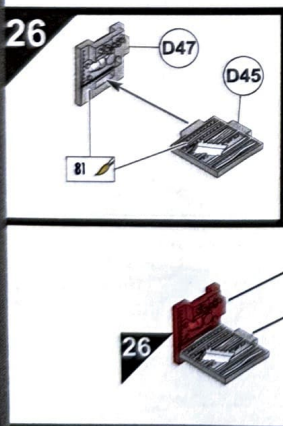
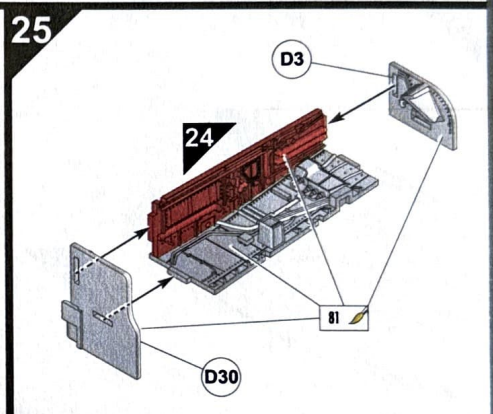
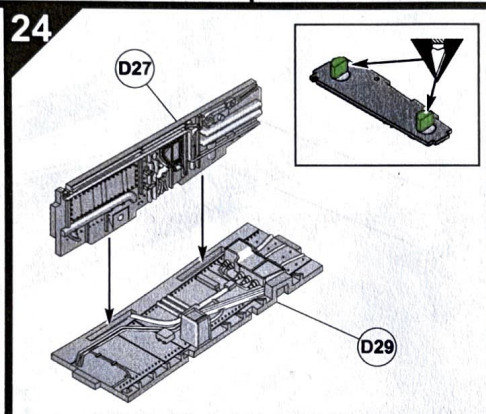
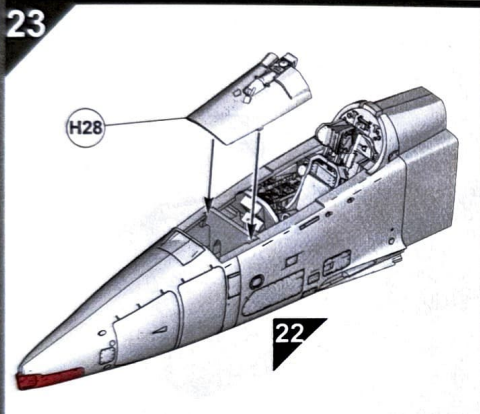
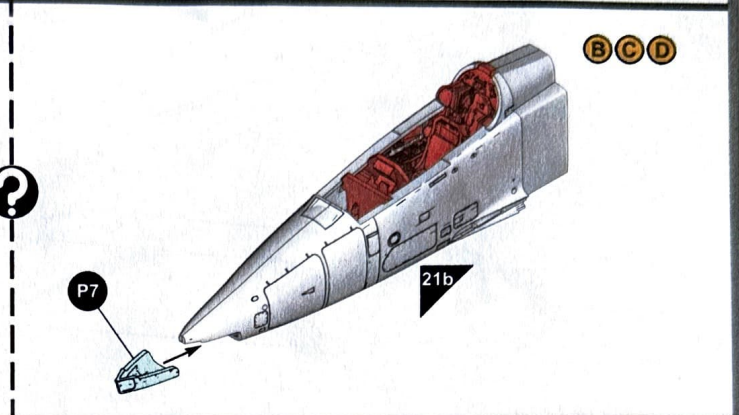
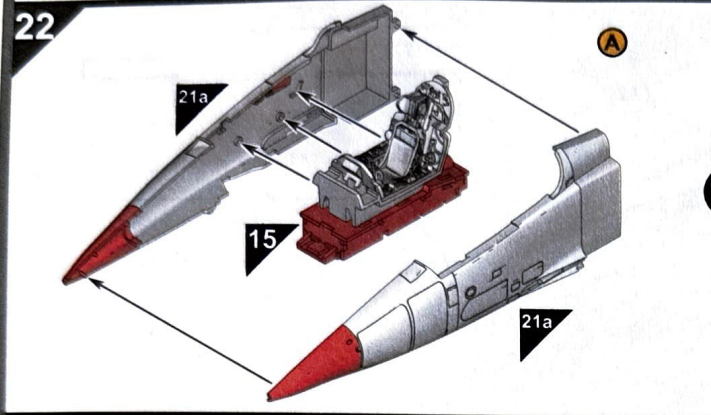
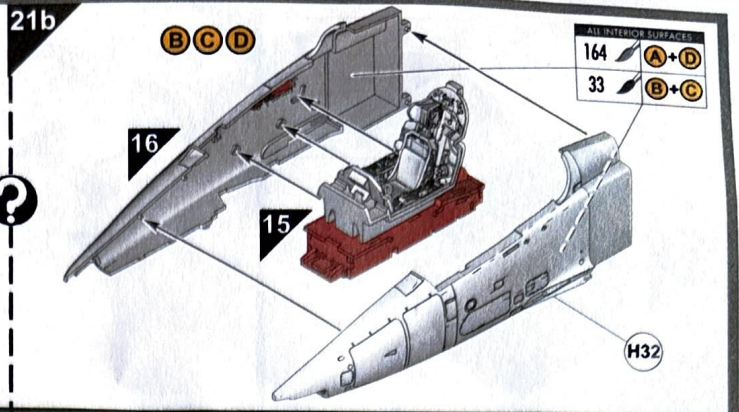
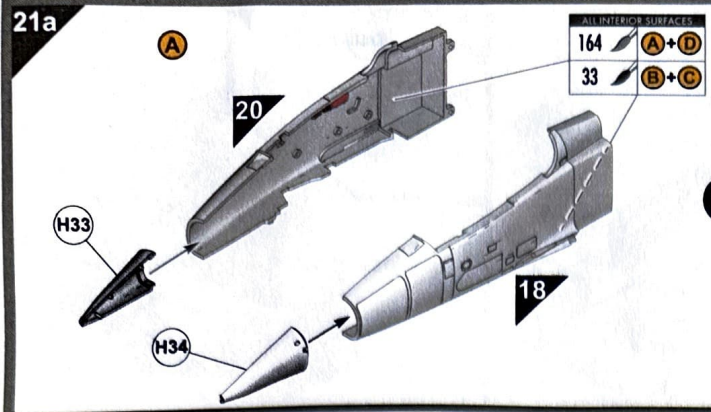
See step 84 on page 14

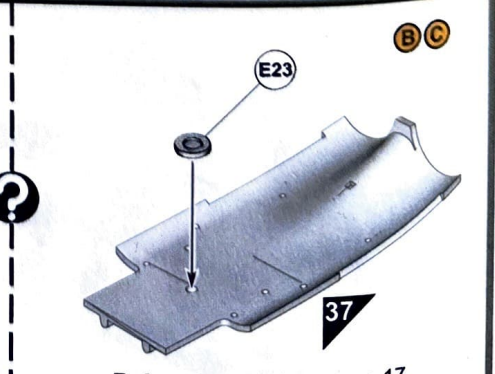
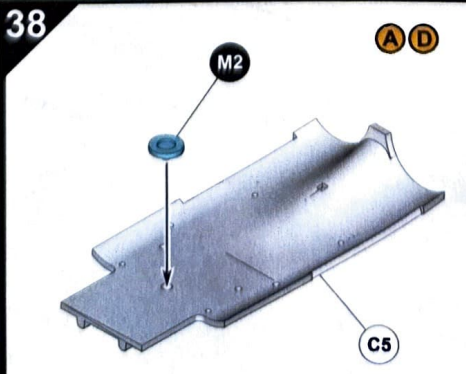
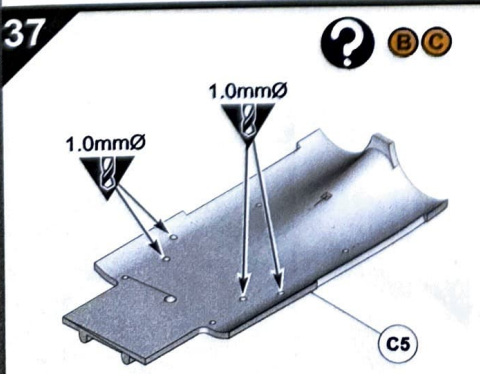
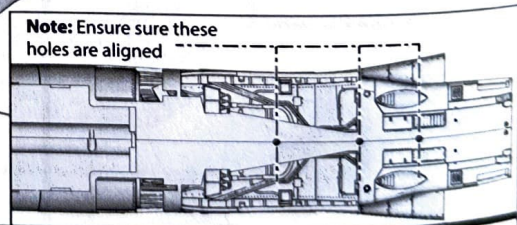
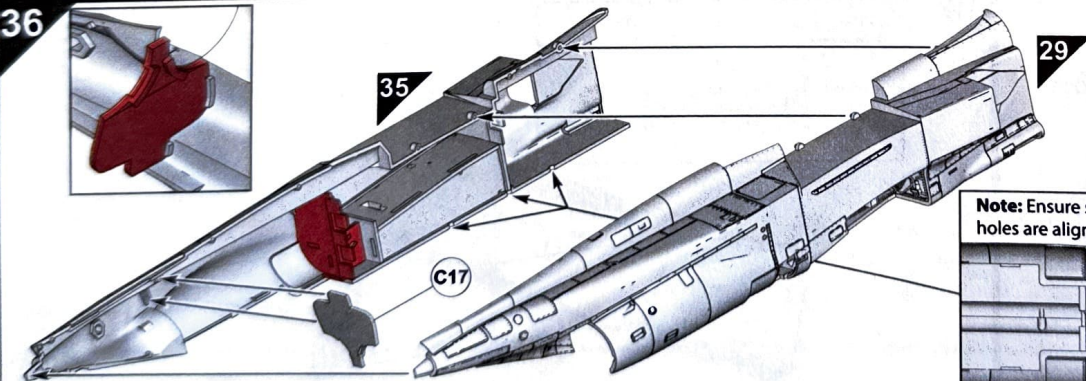
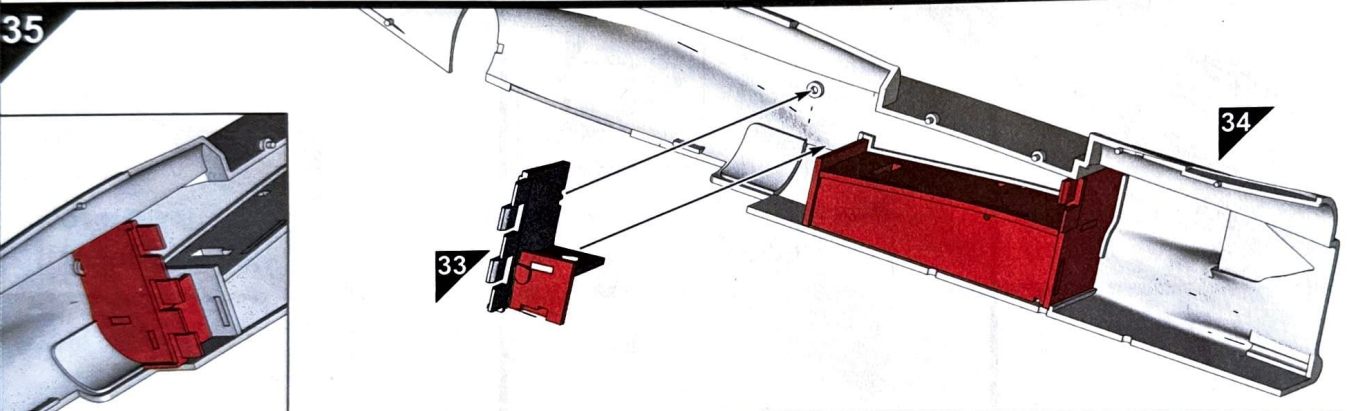
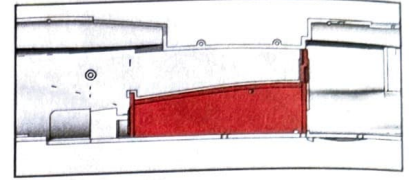
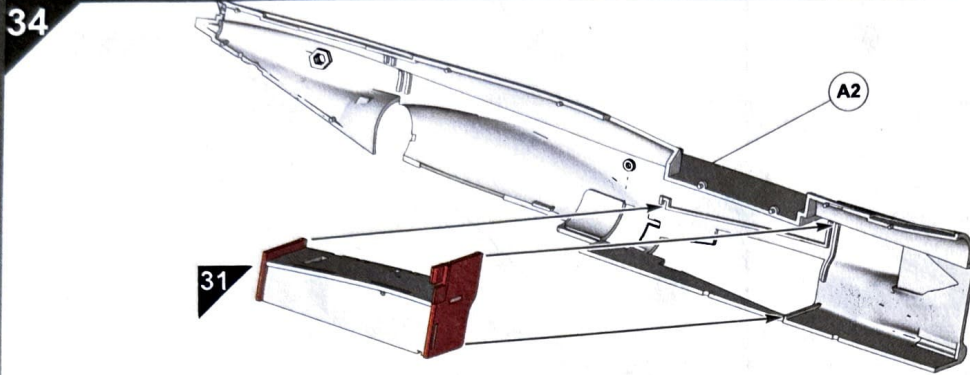
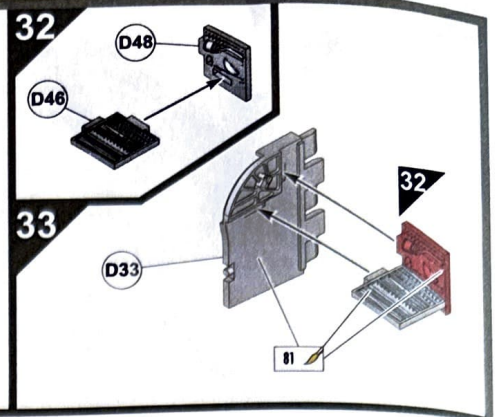
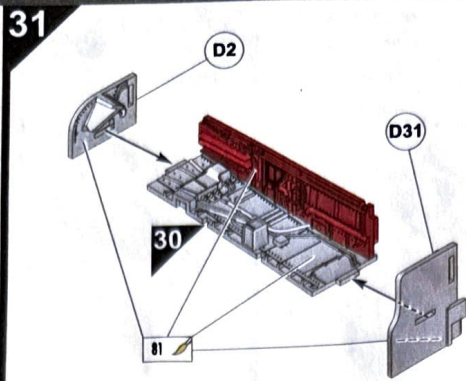
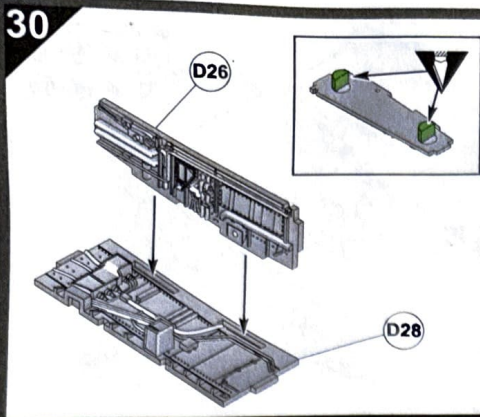




Note: If building scheme **A**, follow steps 17 to 21a below and use parts H29 & H30 as a jig, **do not glue**. If building schemes **B C D**, miss out steps 17 to 21a and carry on from step 21b on page 7.

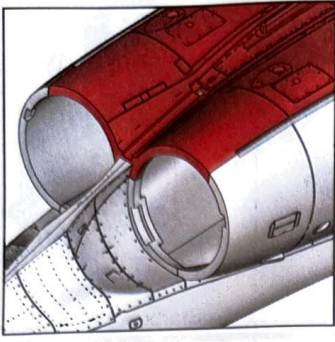




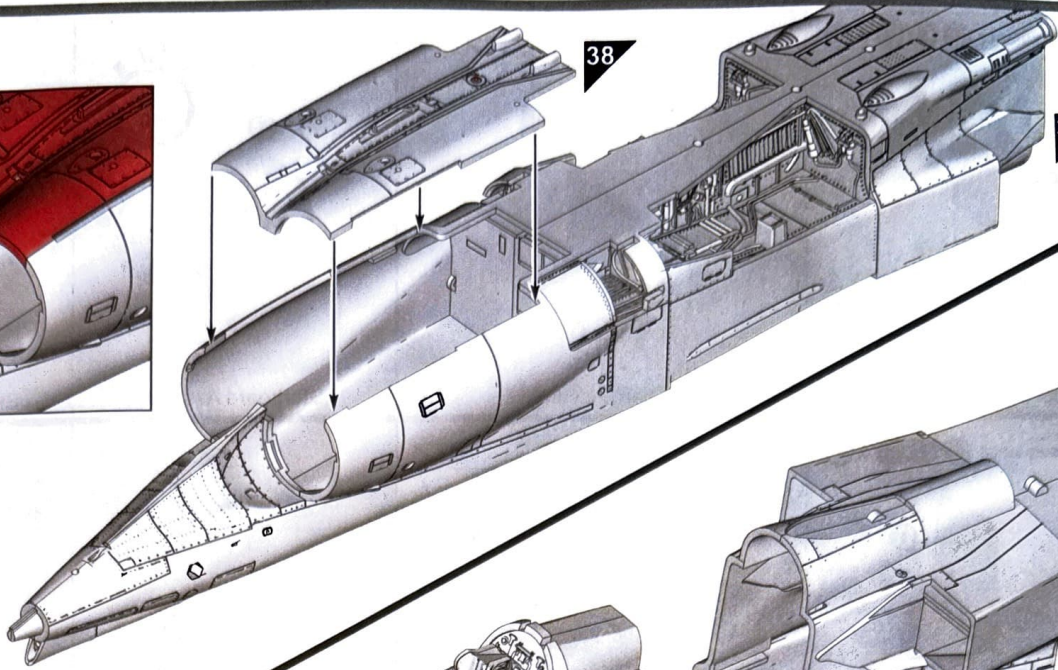


Refer to step 112 on page 17

39



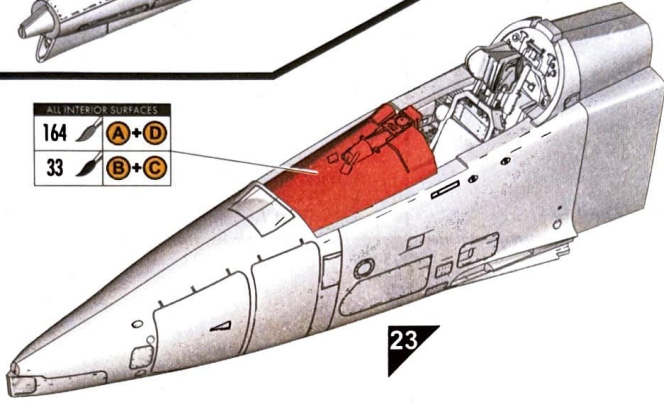
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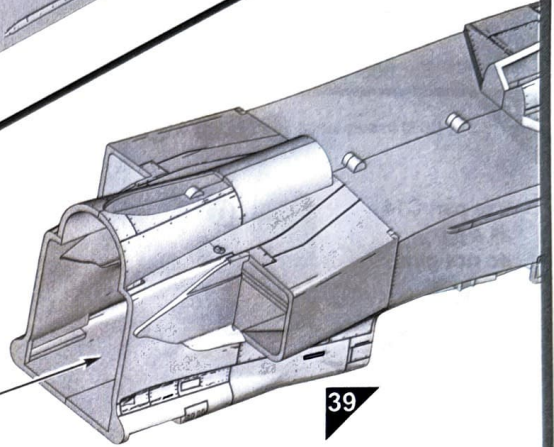
36

40

ALL INTERIOR SURFACES	
164	A + D
33	B + C

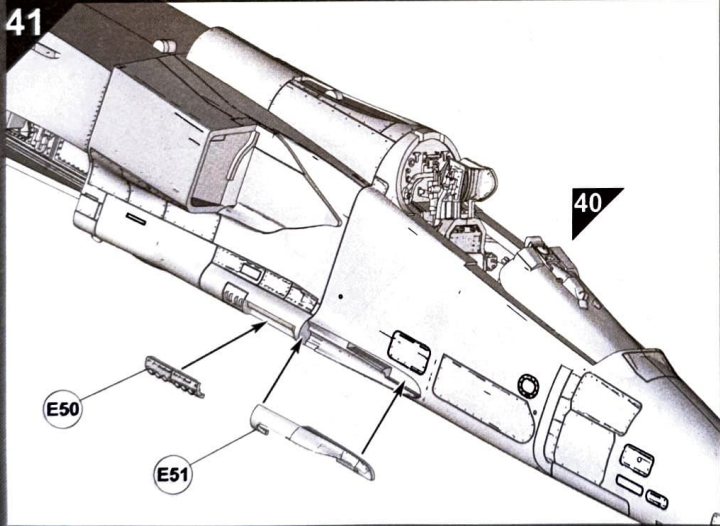


23



39

41

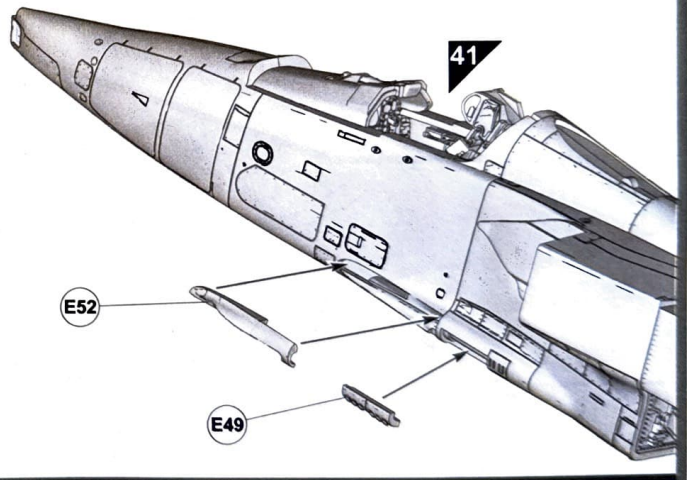


40

E50

E51

42

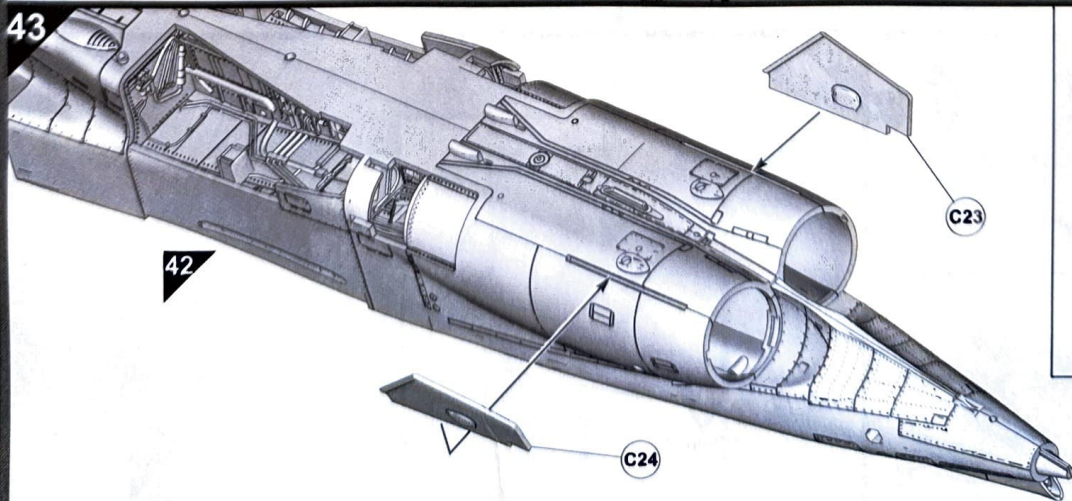


41

E52

E49

43



42

C23

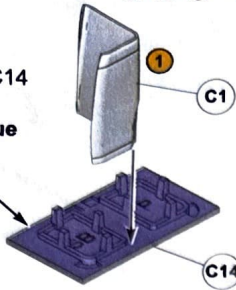
C24



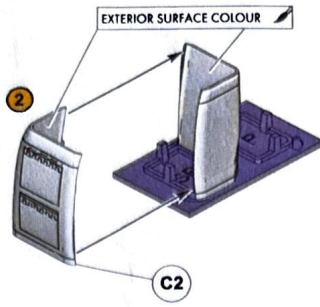
44

Build in sequence 1 2 3 & 4

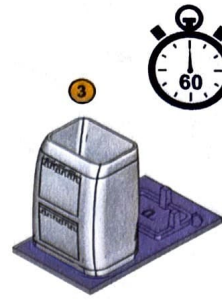
Use part C14 as a jig, do not glue



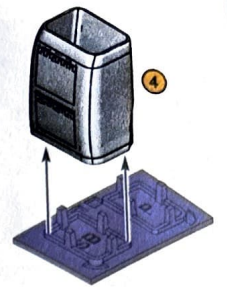
Starboard Assembly



Starboard Assembly



Starboard Assembly

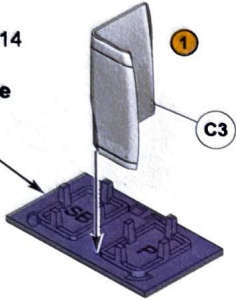


Starboard Assembly

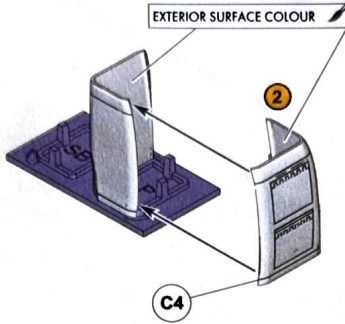
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Build in sequence 1 2 3 & 4

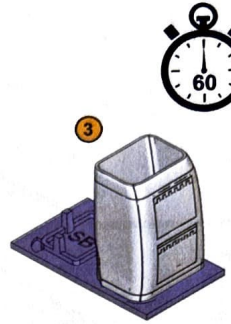
Use part C14 as a jig, do not glue



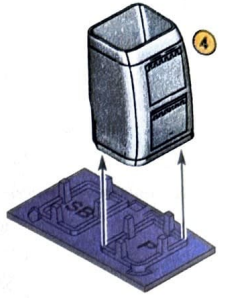
Port Assembly



Port Assembly

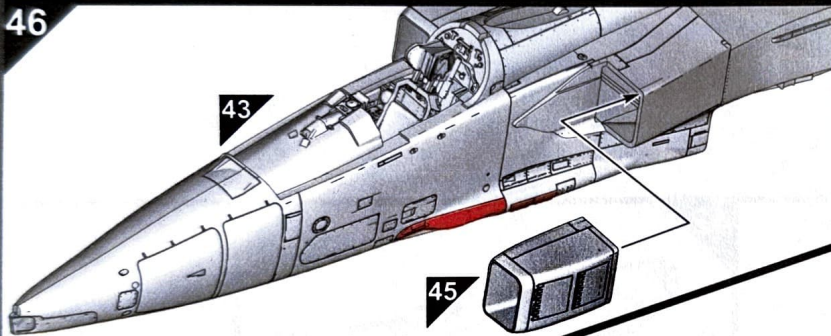


Port Assembly

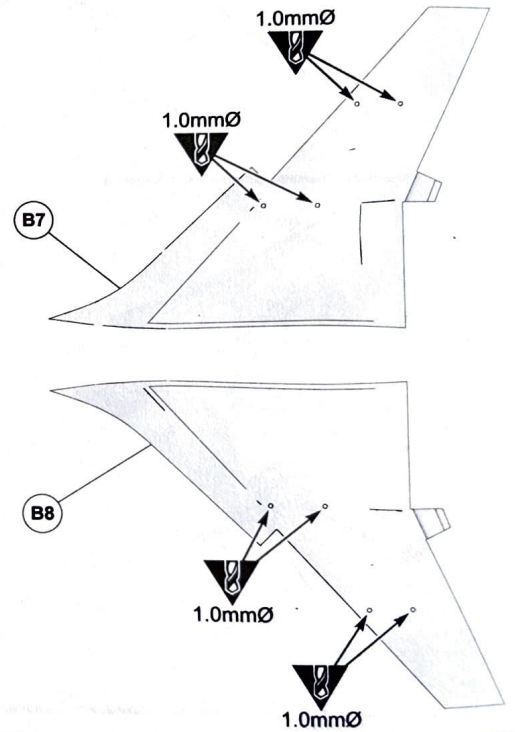


Port Assembly

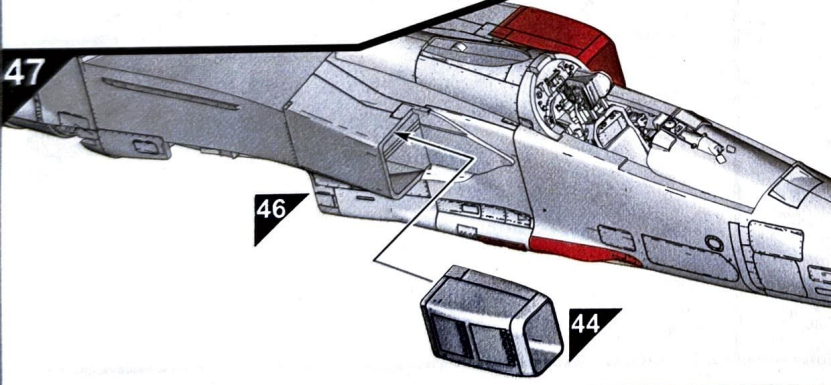
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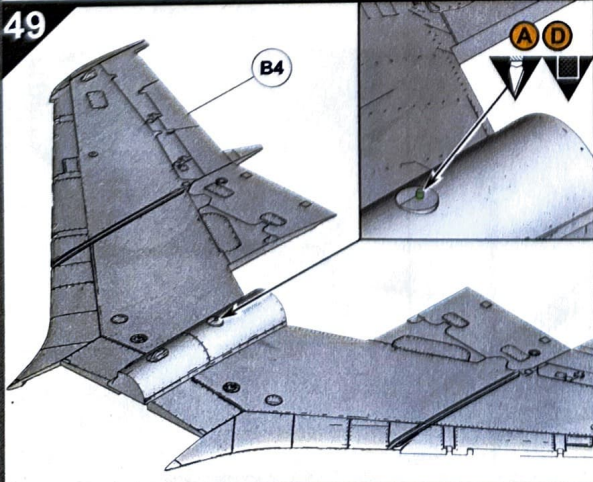
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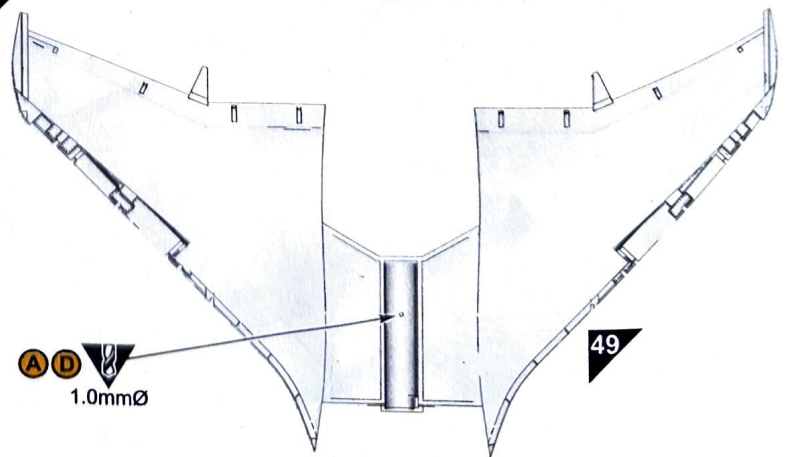
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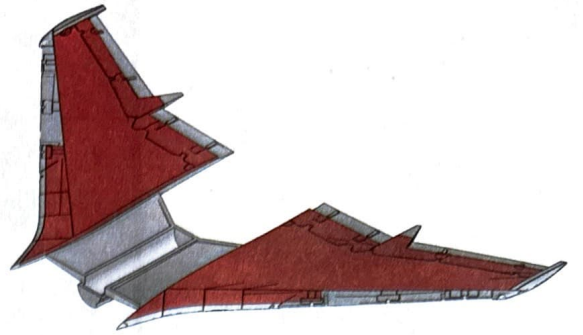
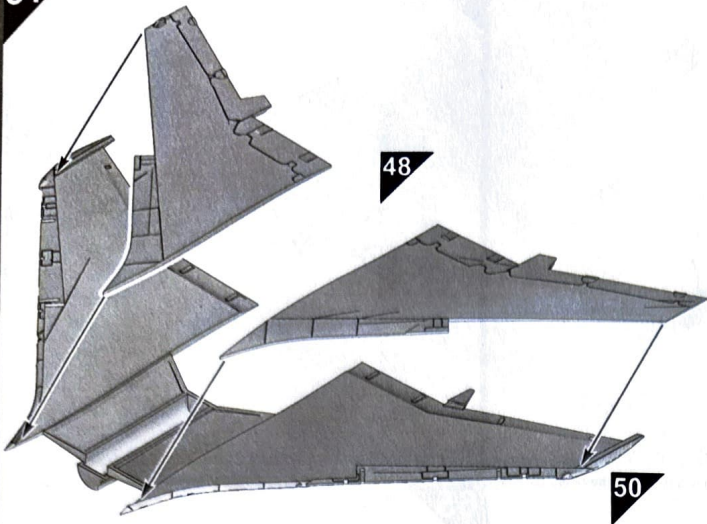
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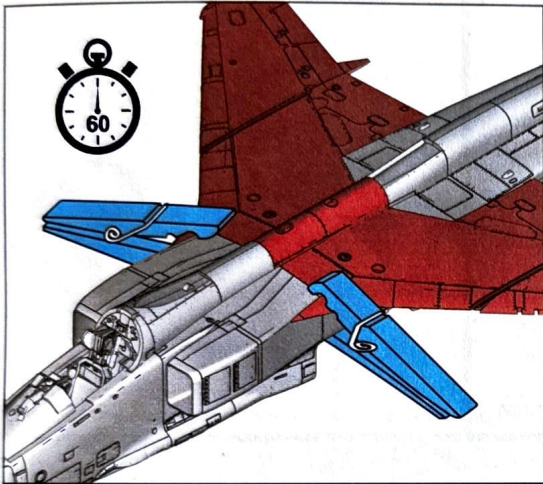
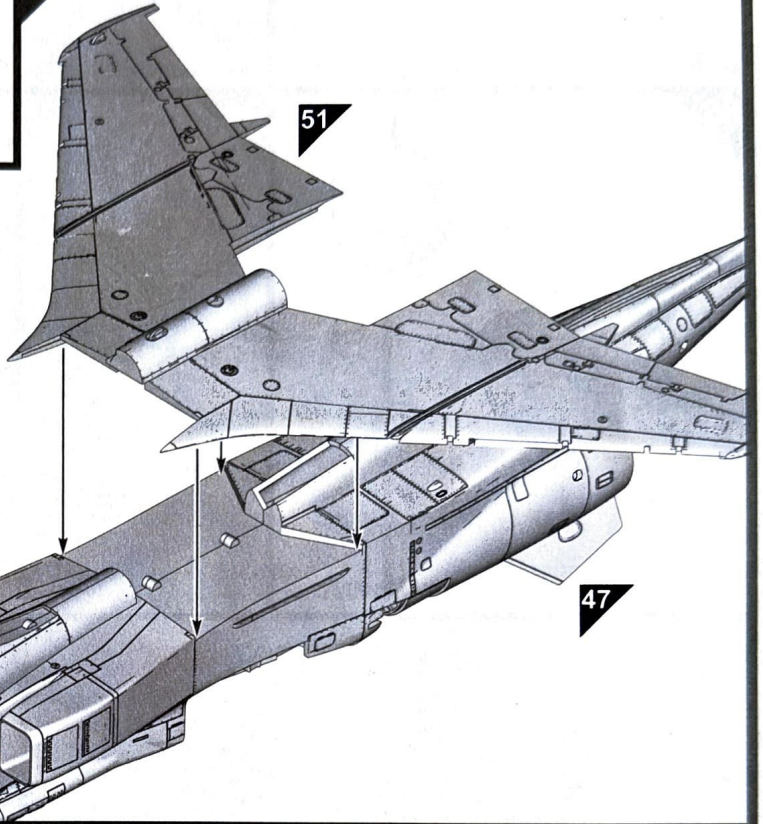
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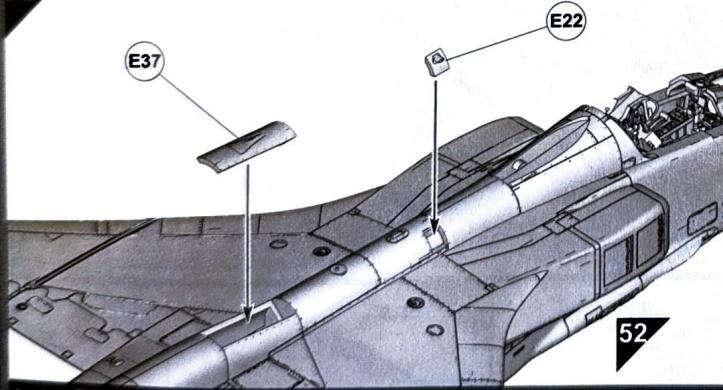
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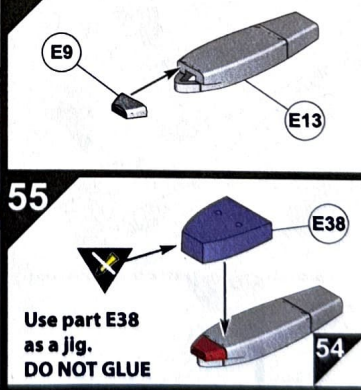
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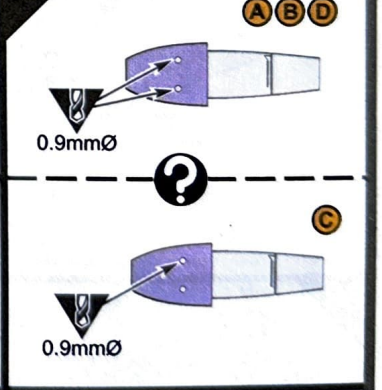
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54



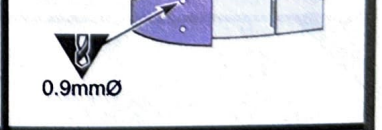
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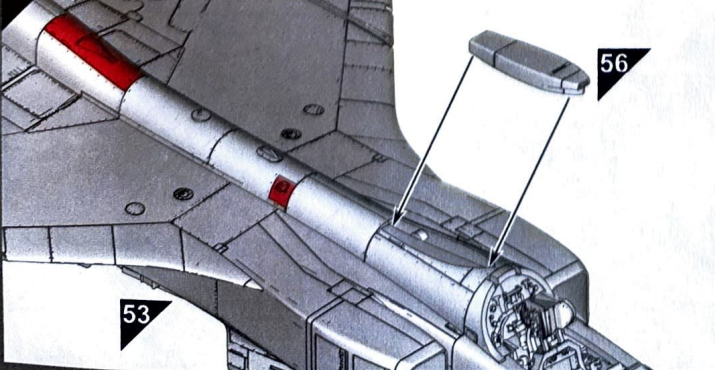
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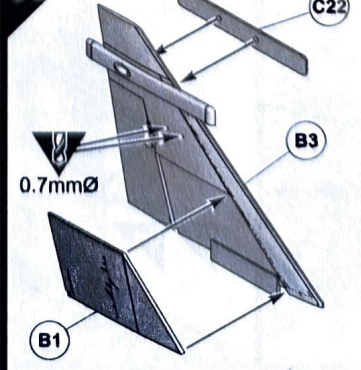
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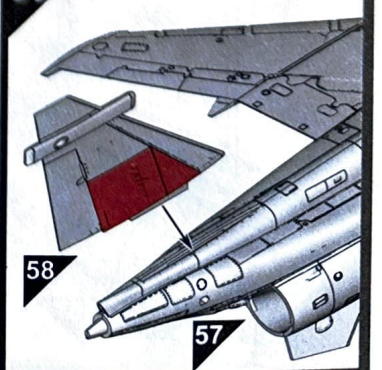
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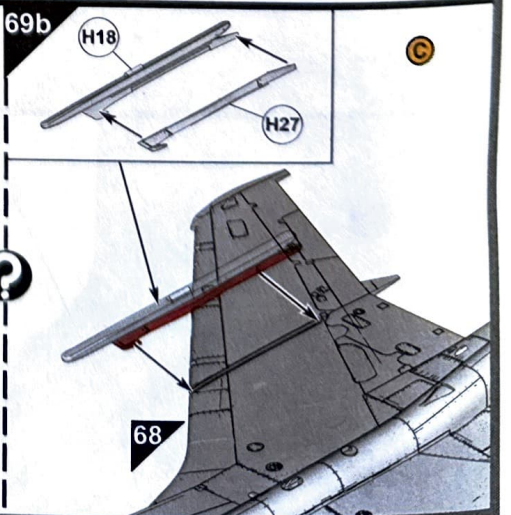
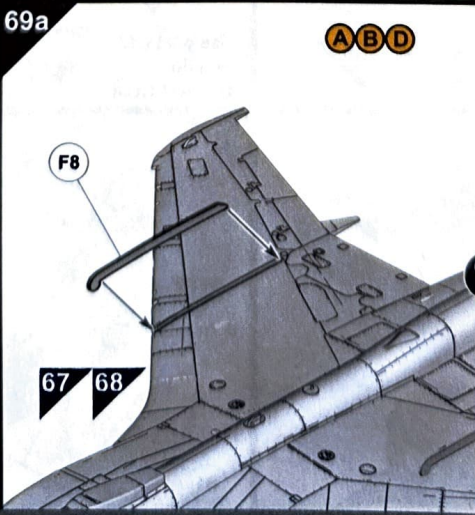
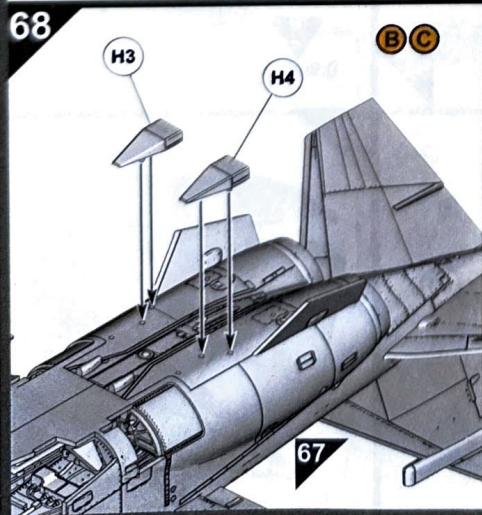
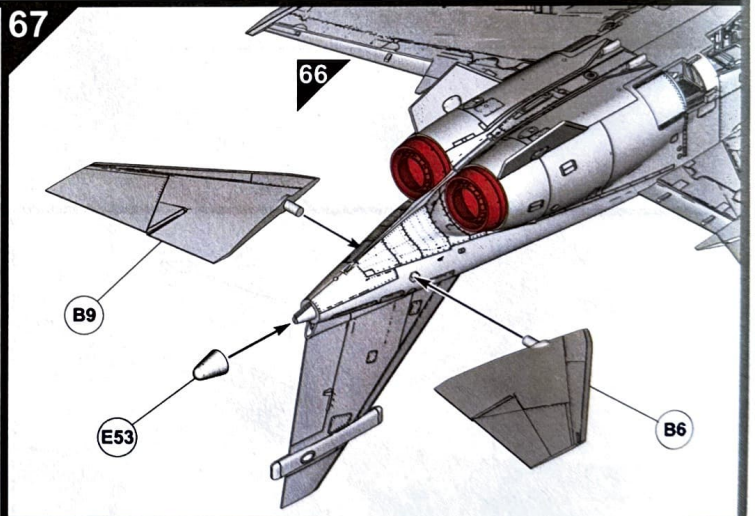
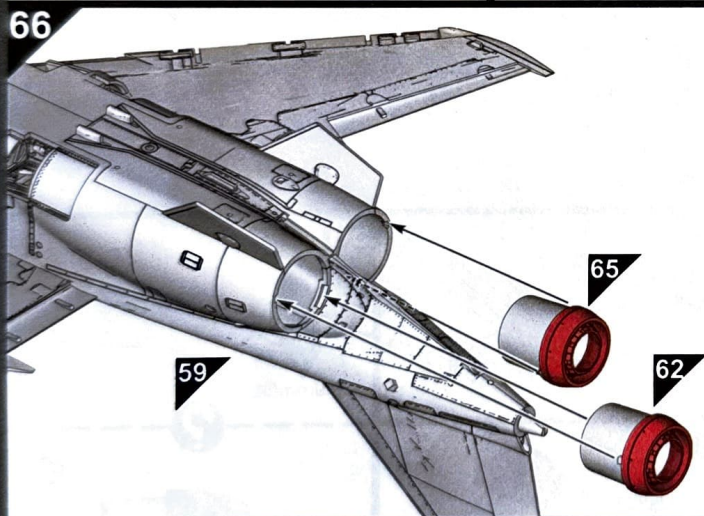
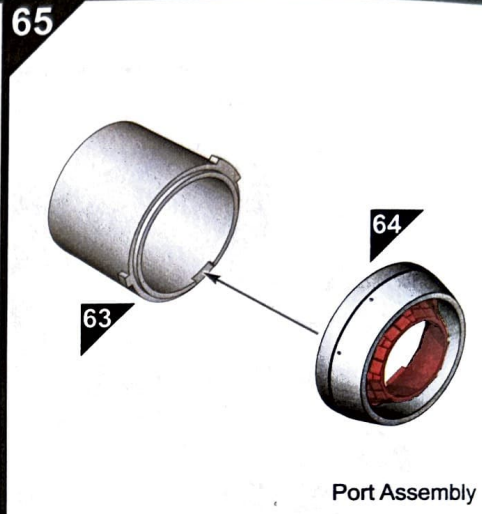
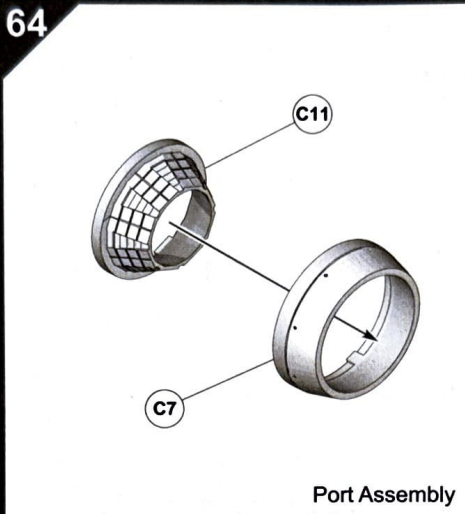
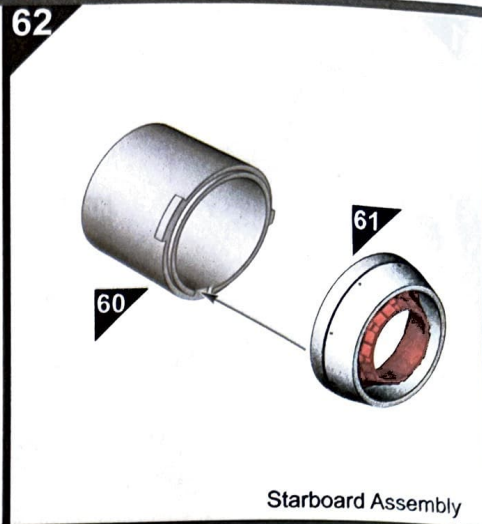
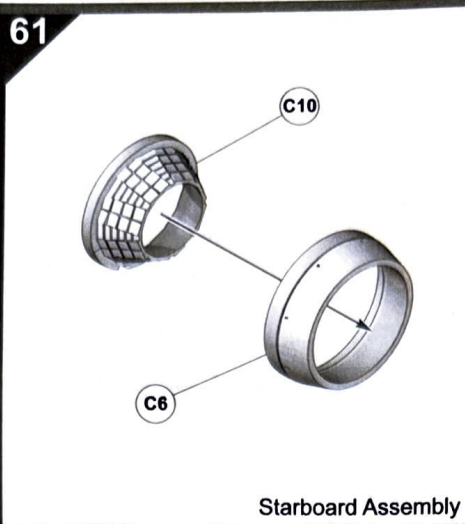
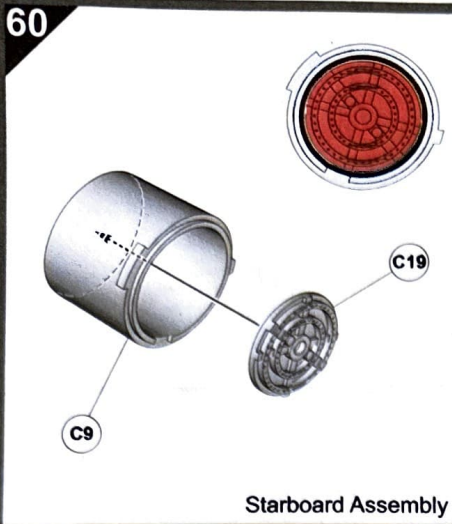


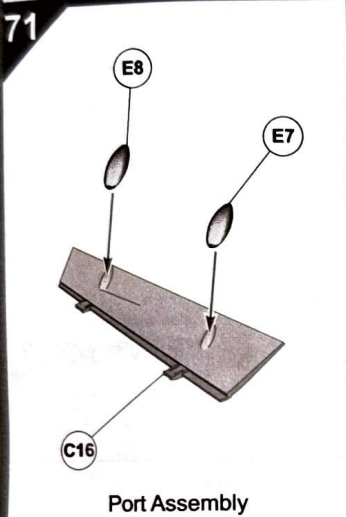
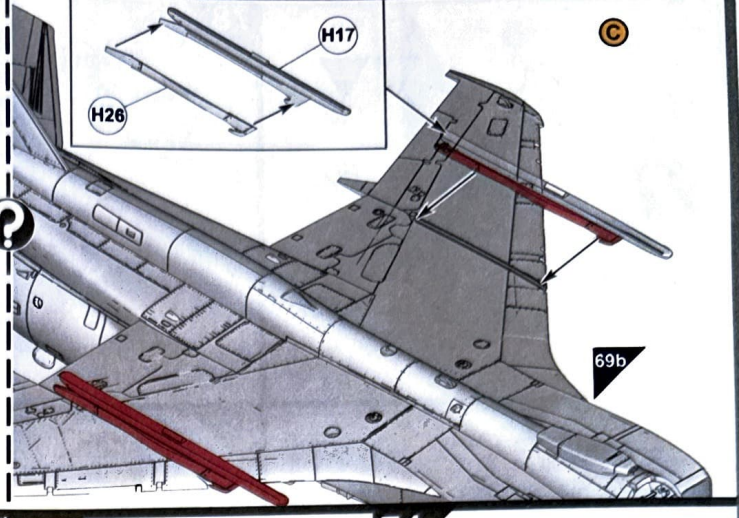
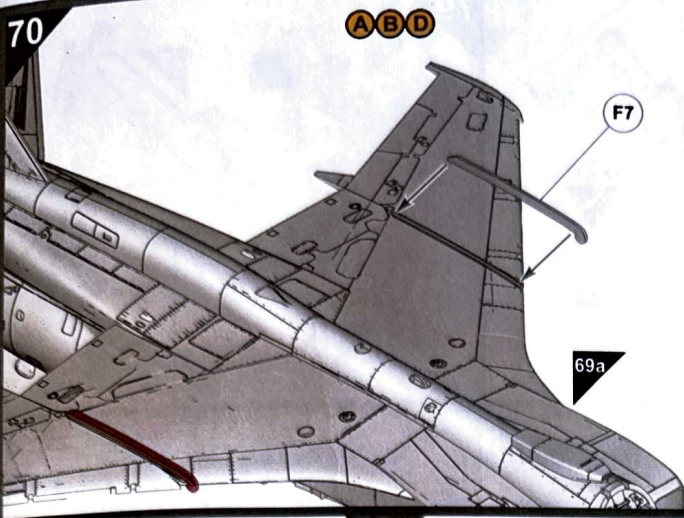
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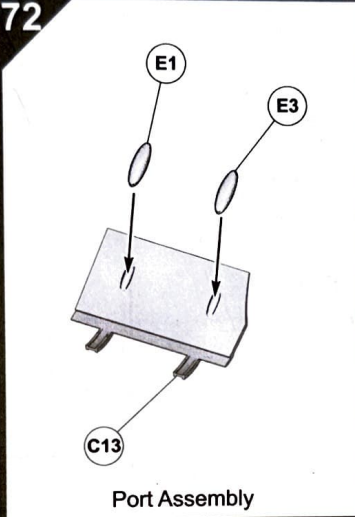
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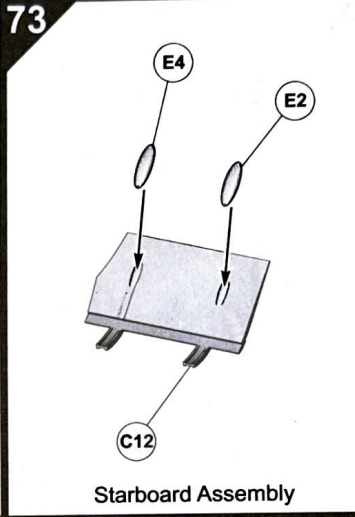




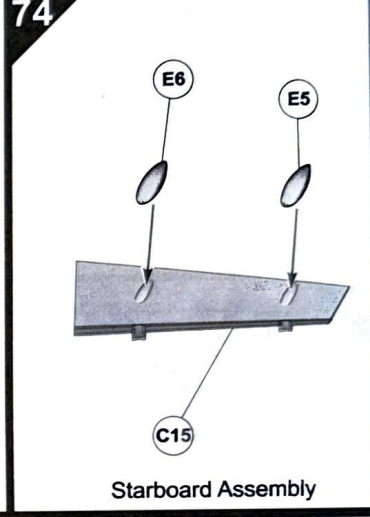
Port Assembly



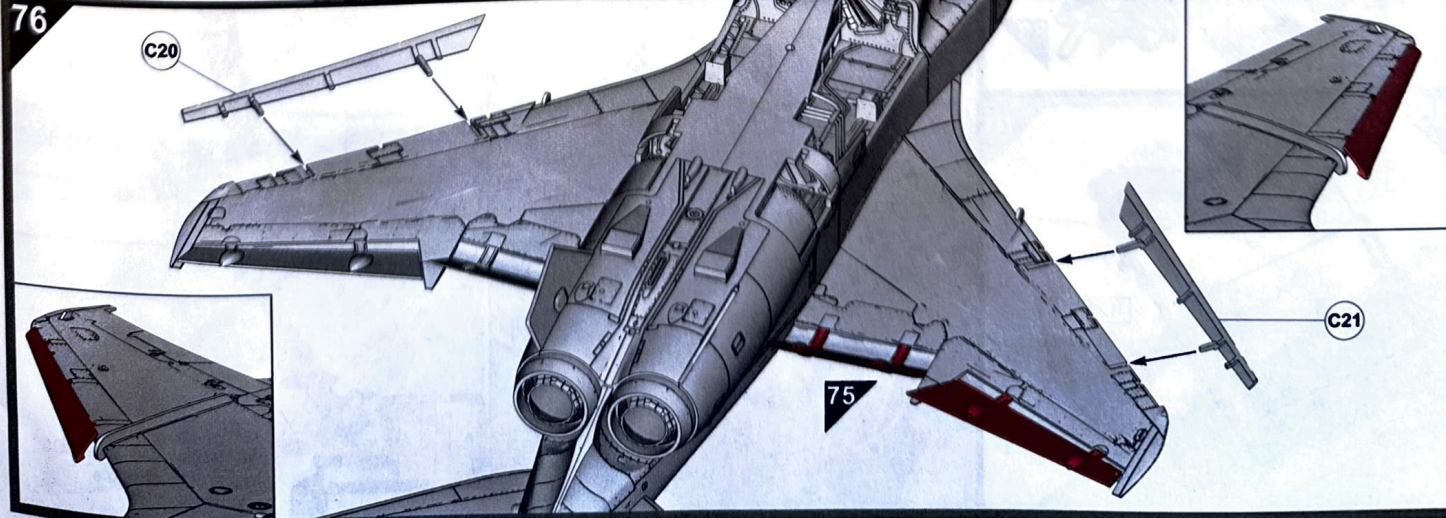
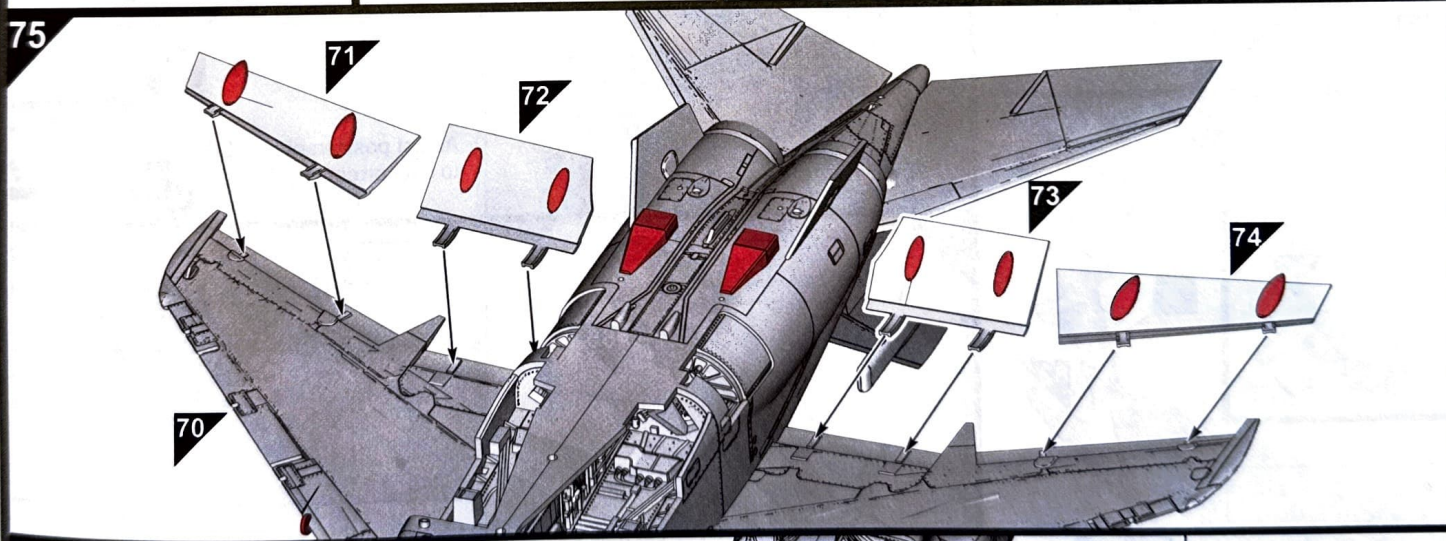
Port Assembly

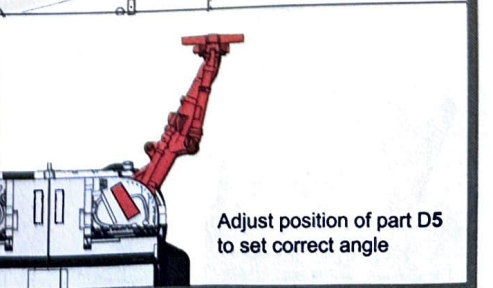
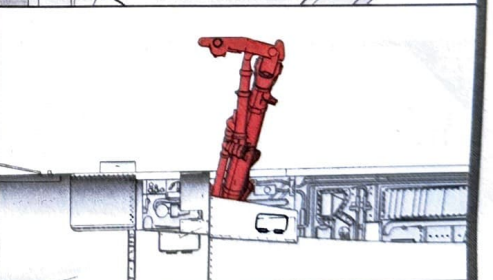
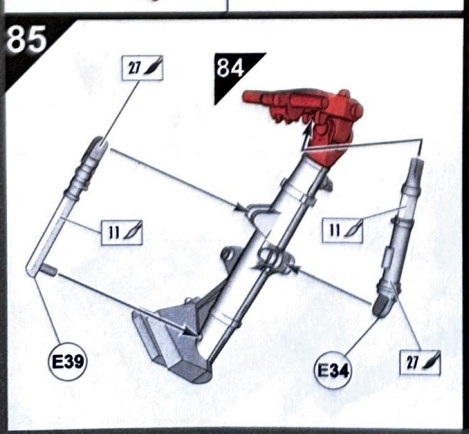
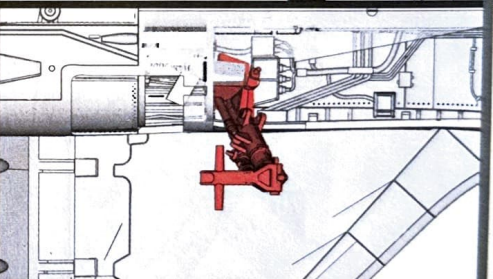
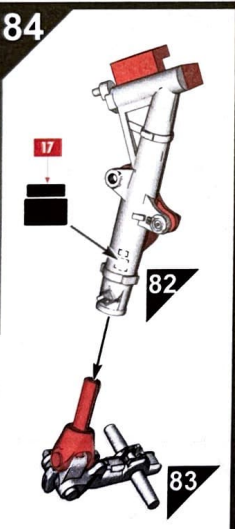
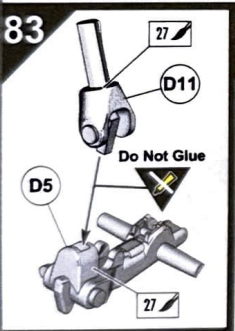
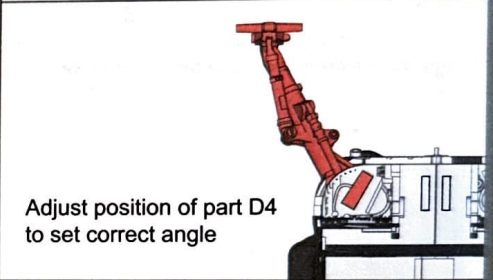
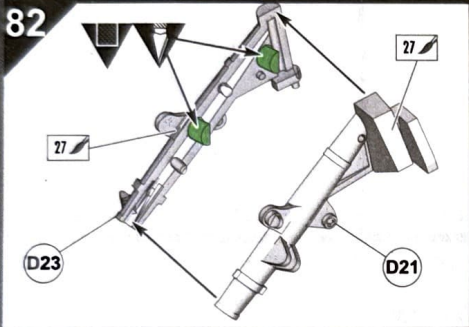
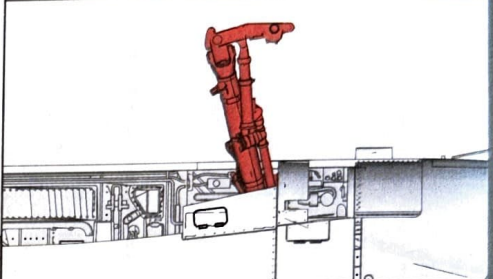
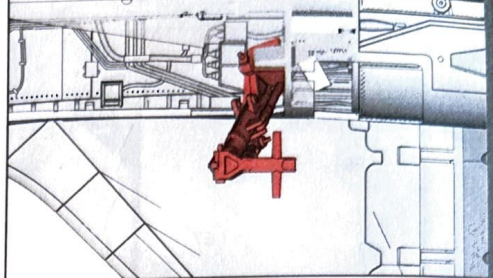
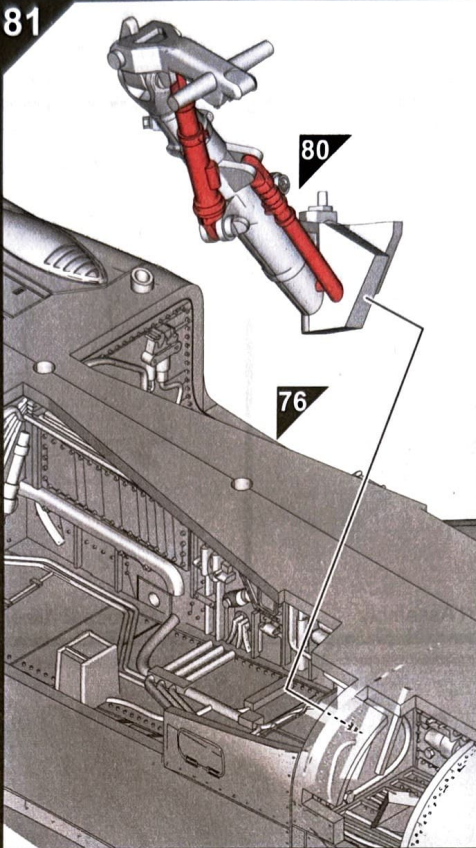
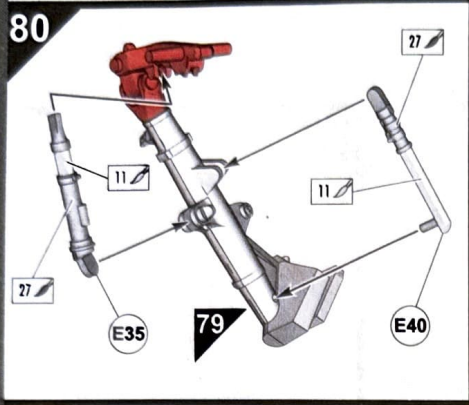
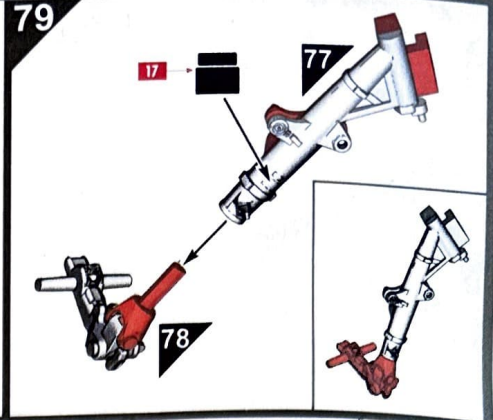
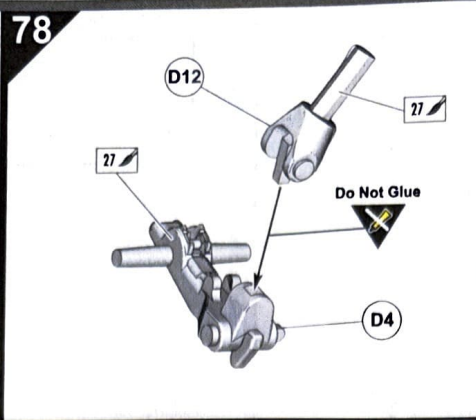
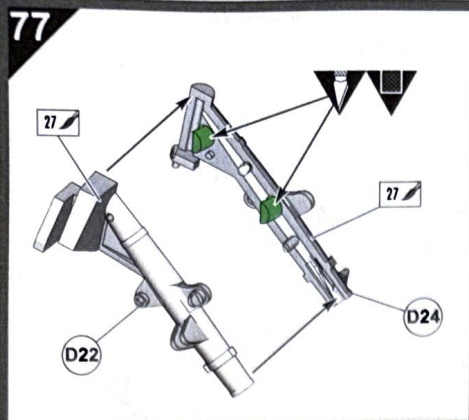


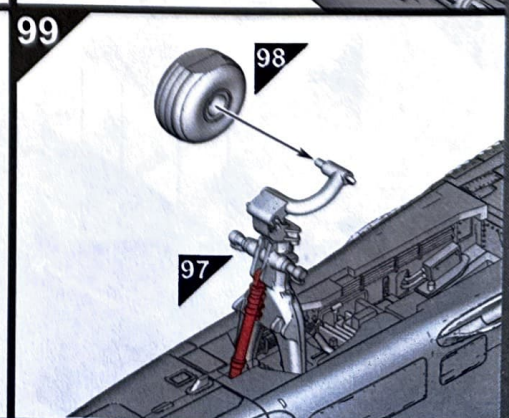
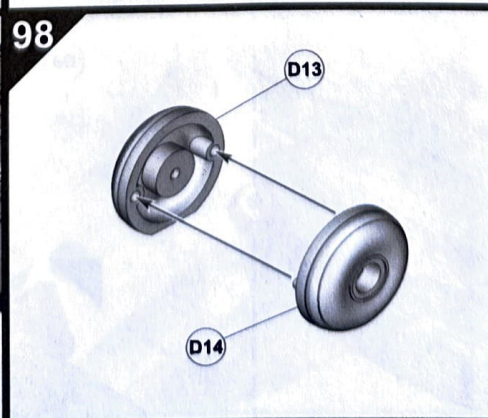
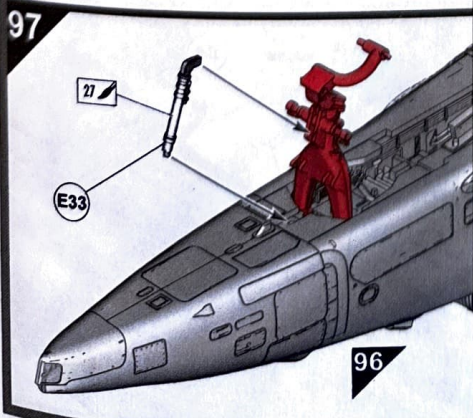
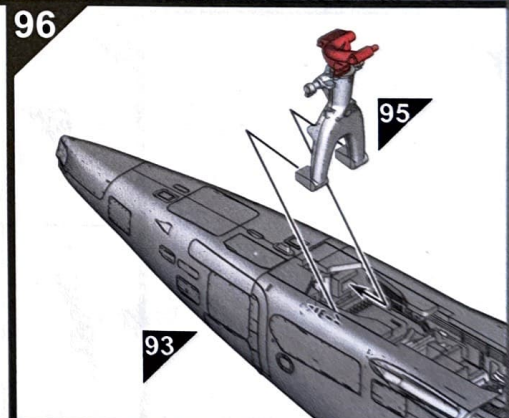
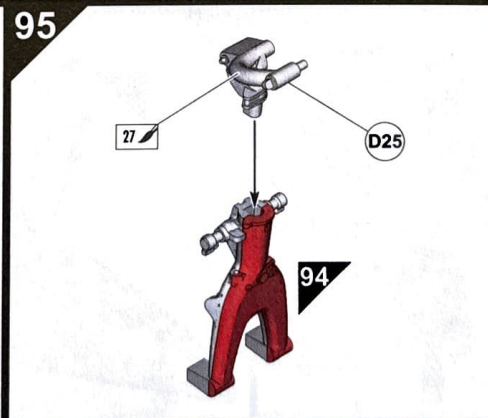
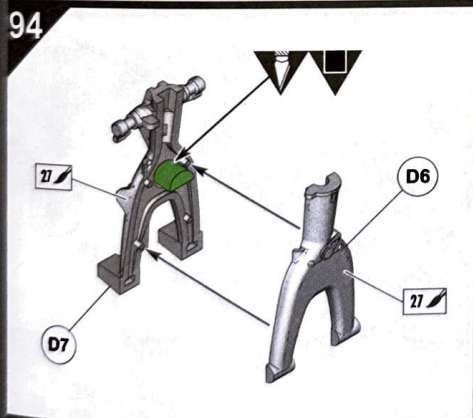
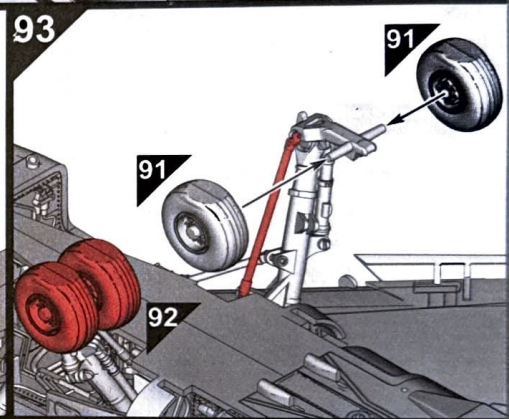
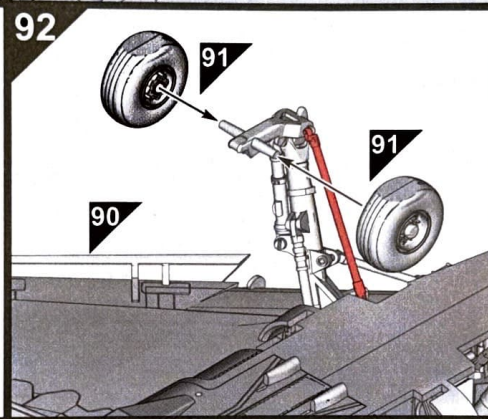
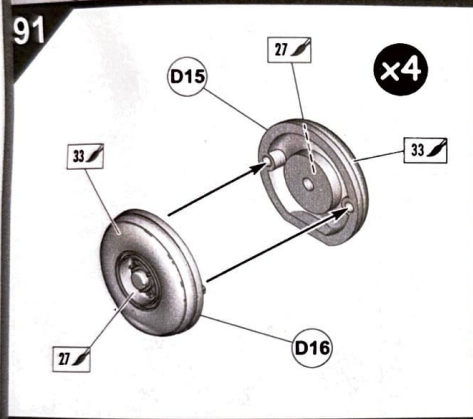
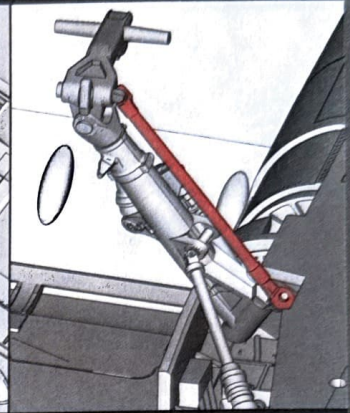
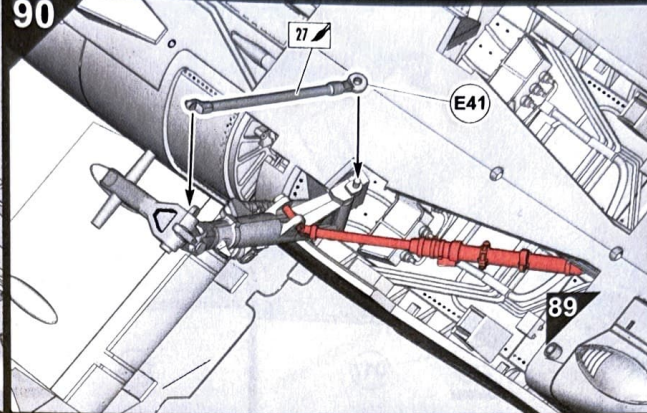
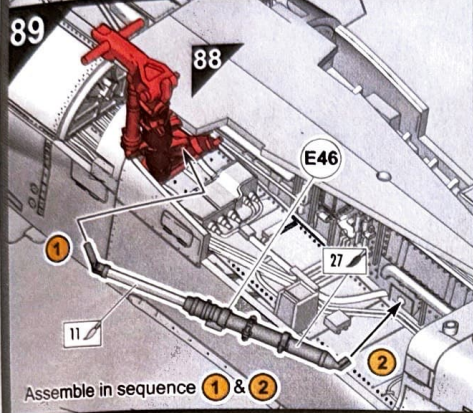
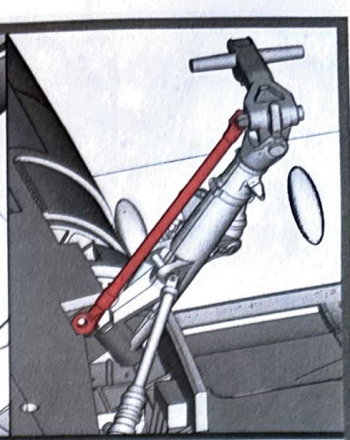
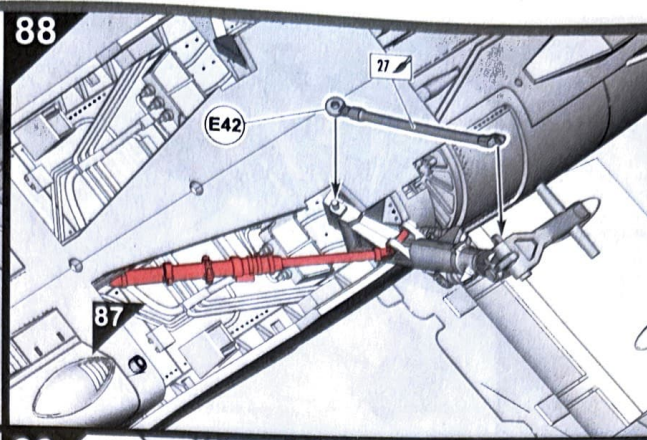
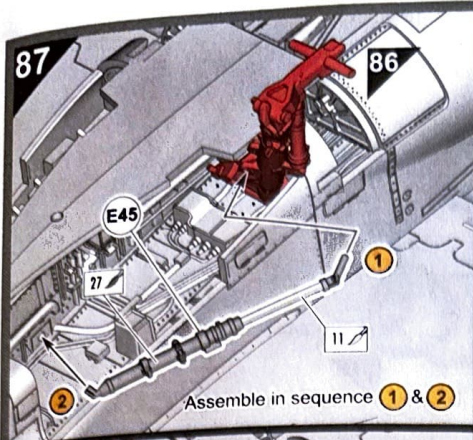
Starboard Assembly

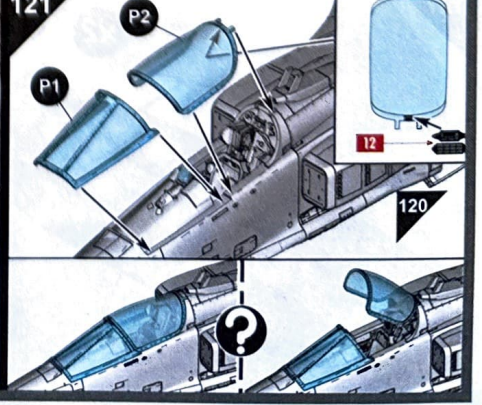
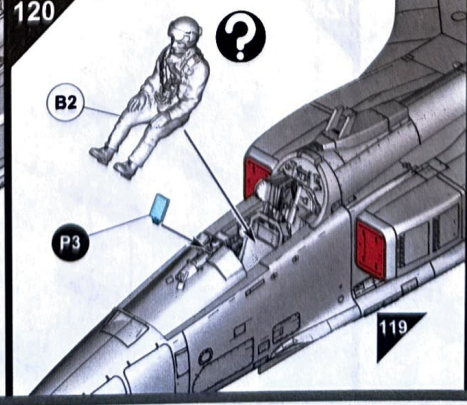
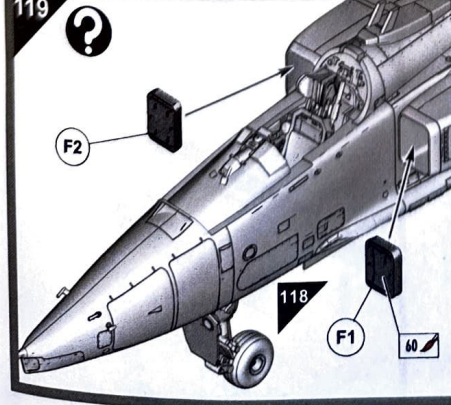
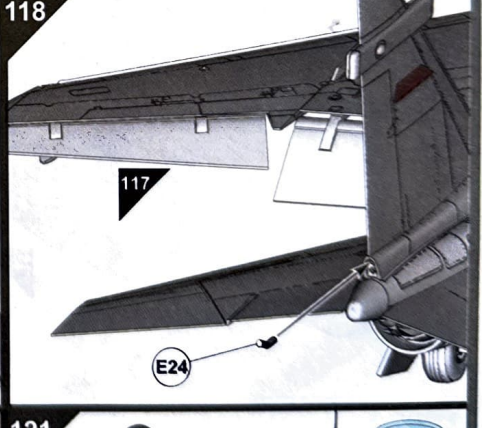
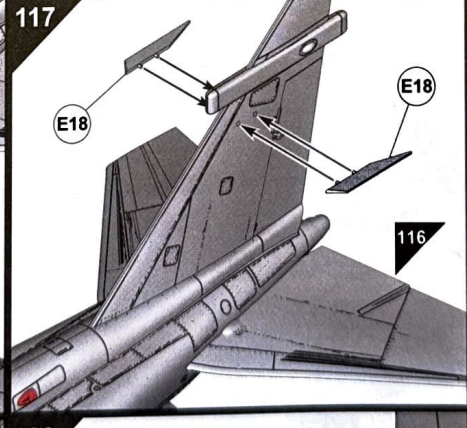
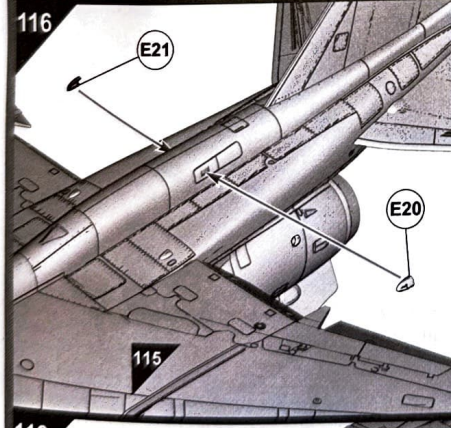
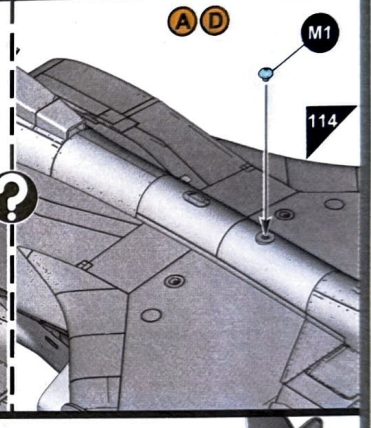
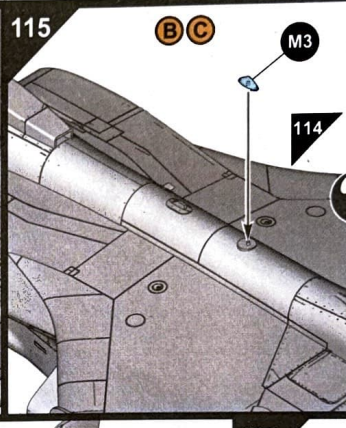
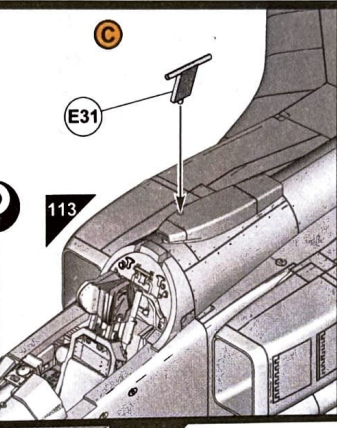
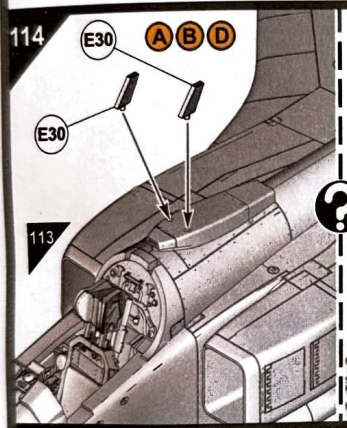
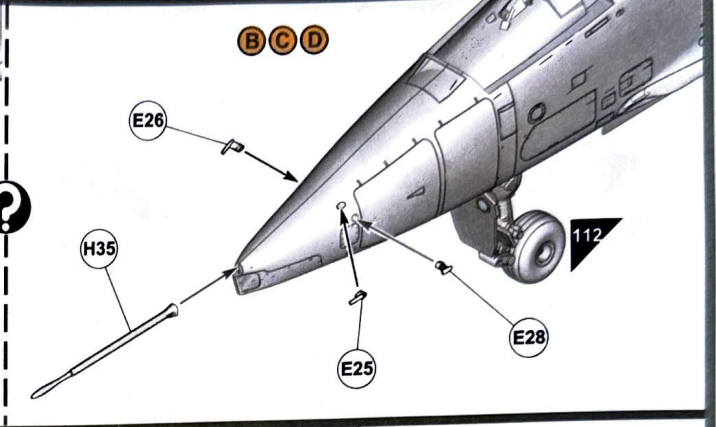
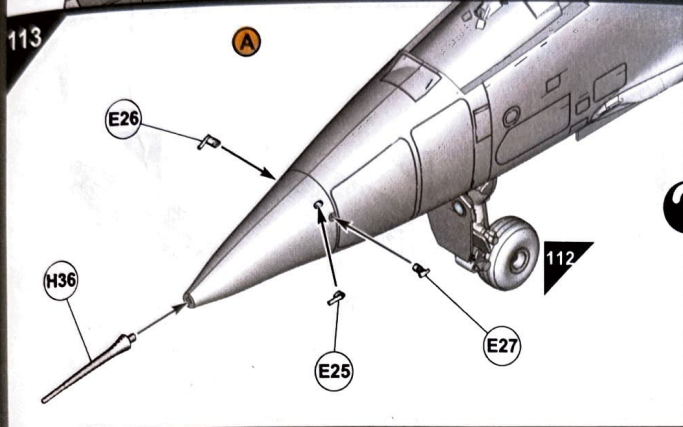
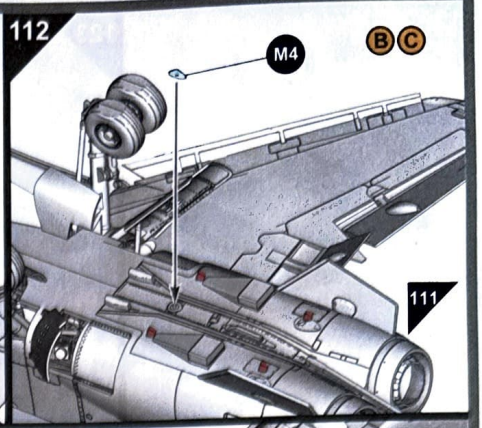
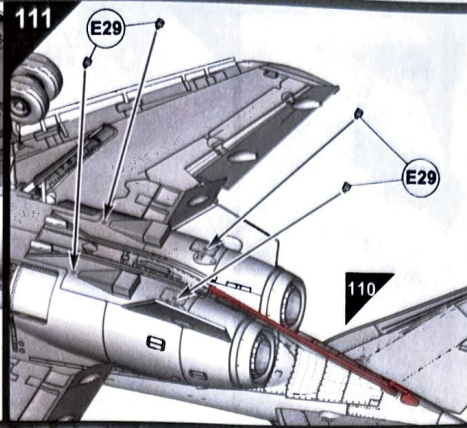
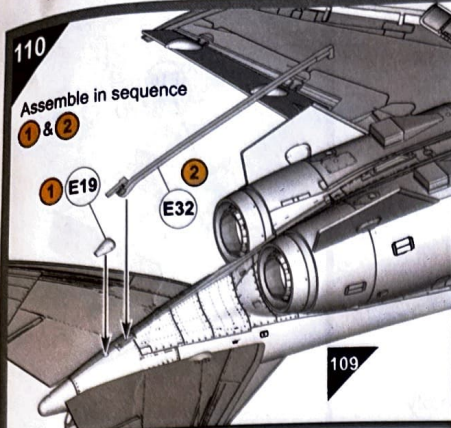


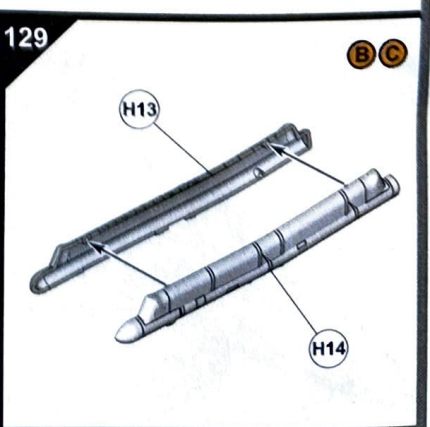
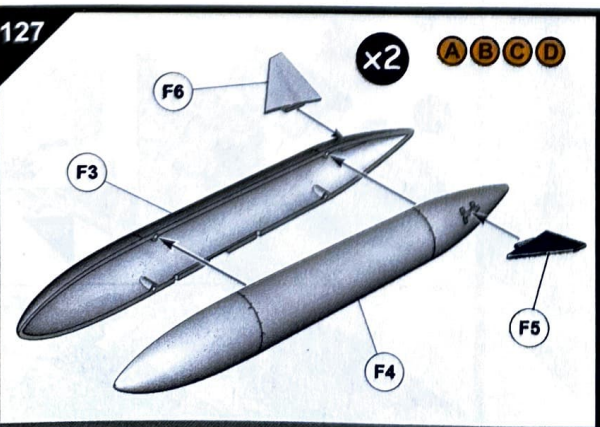
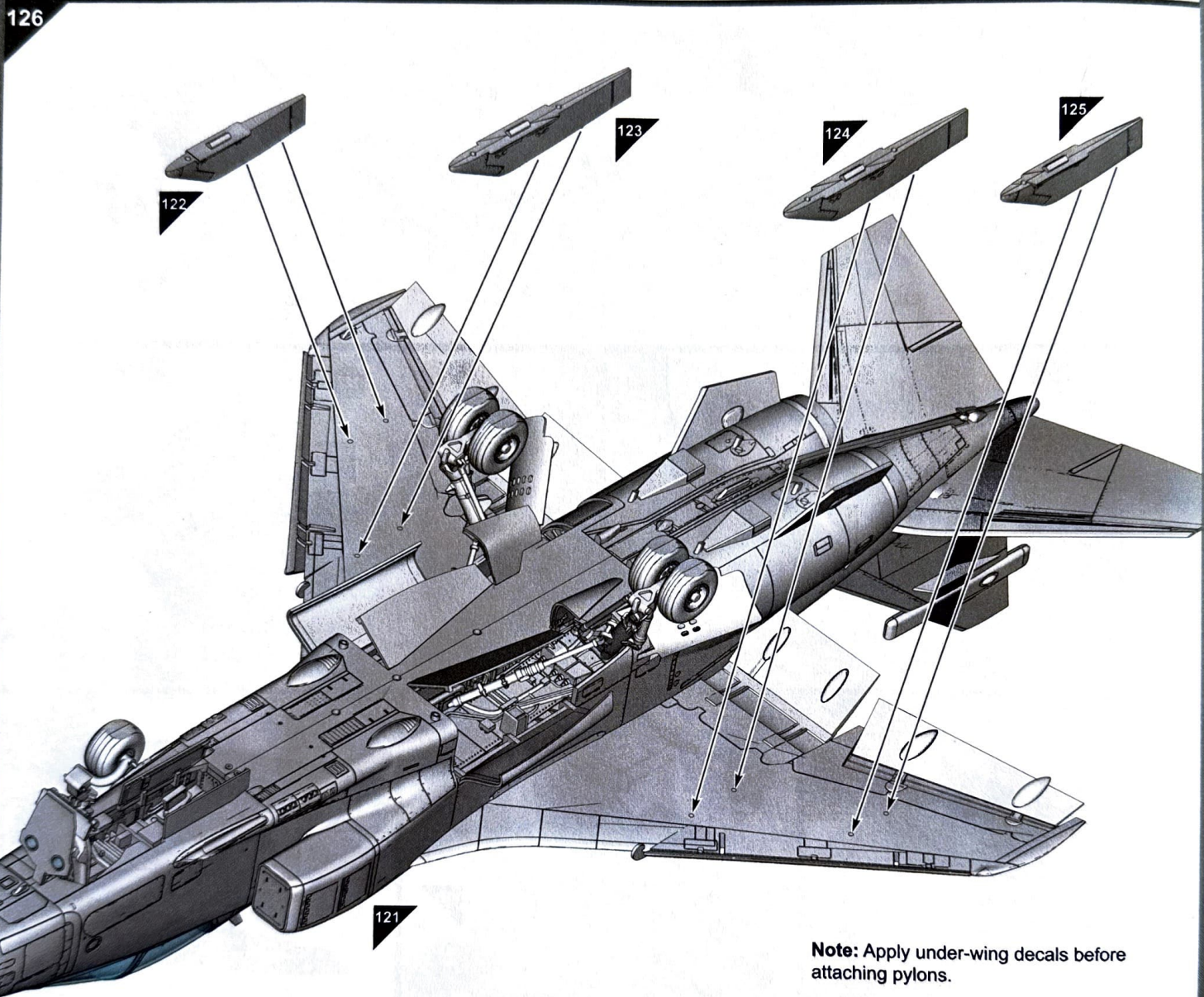
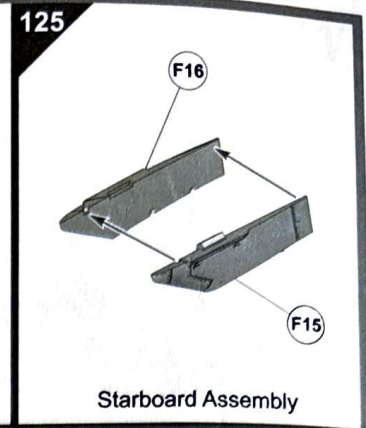
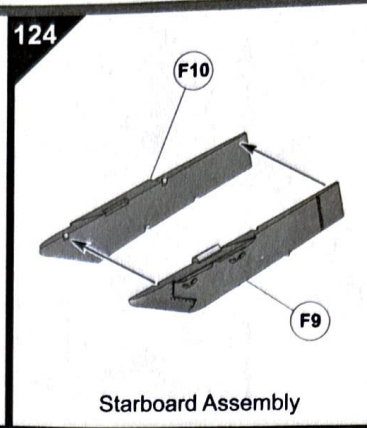
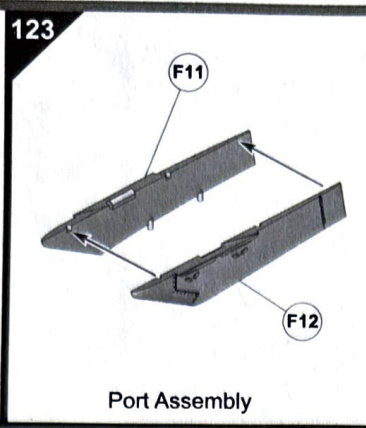
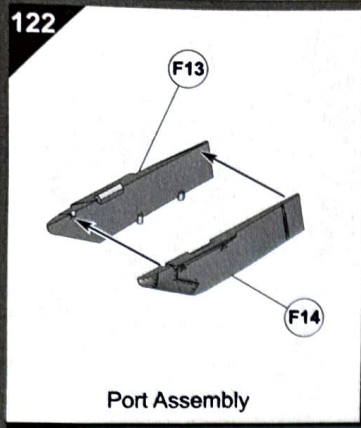
Starboard Assembly

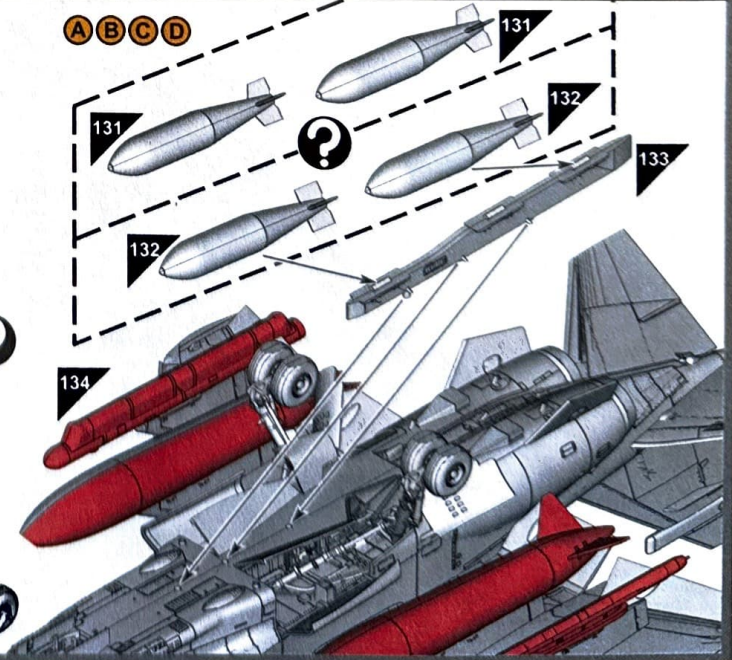
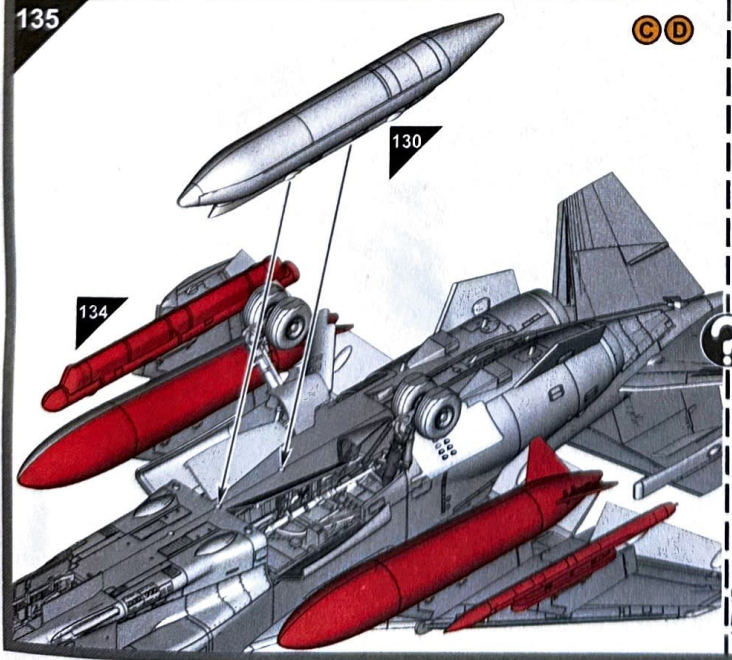
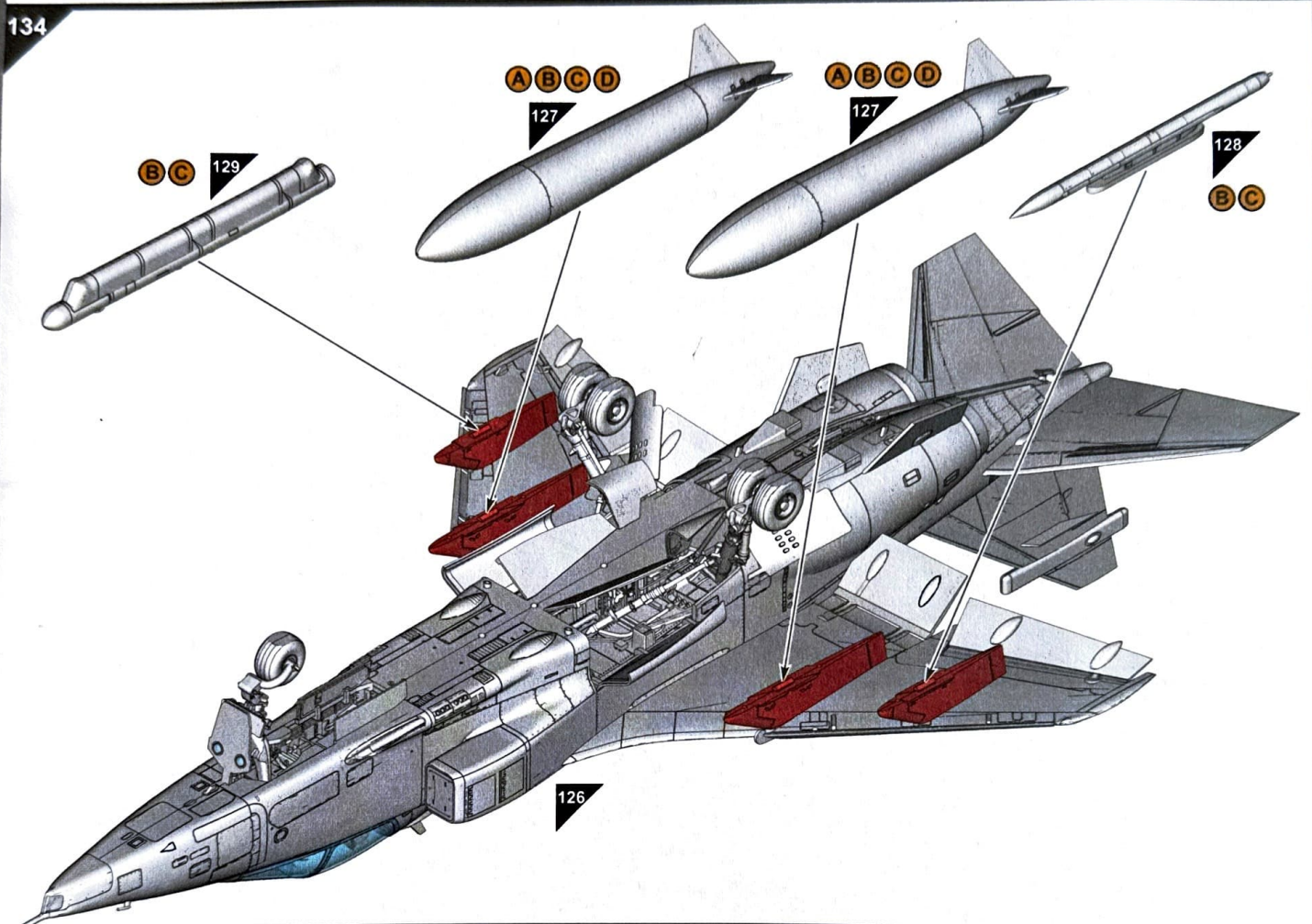
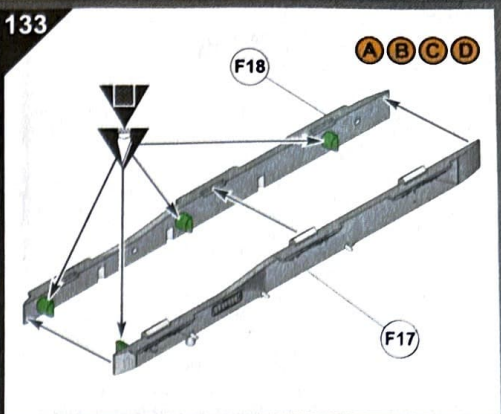
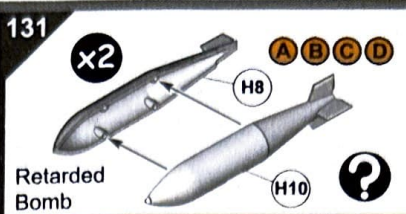
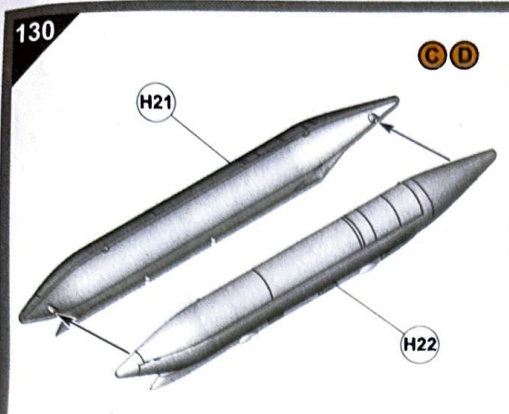












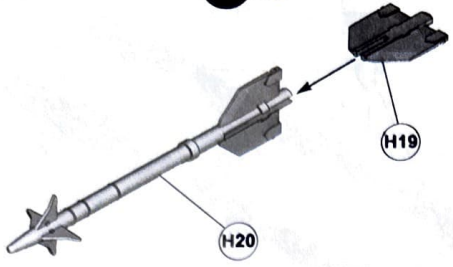
136

x2



H19

H20

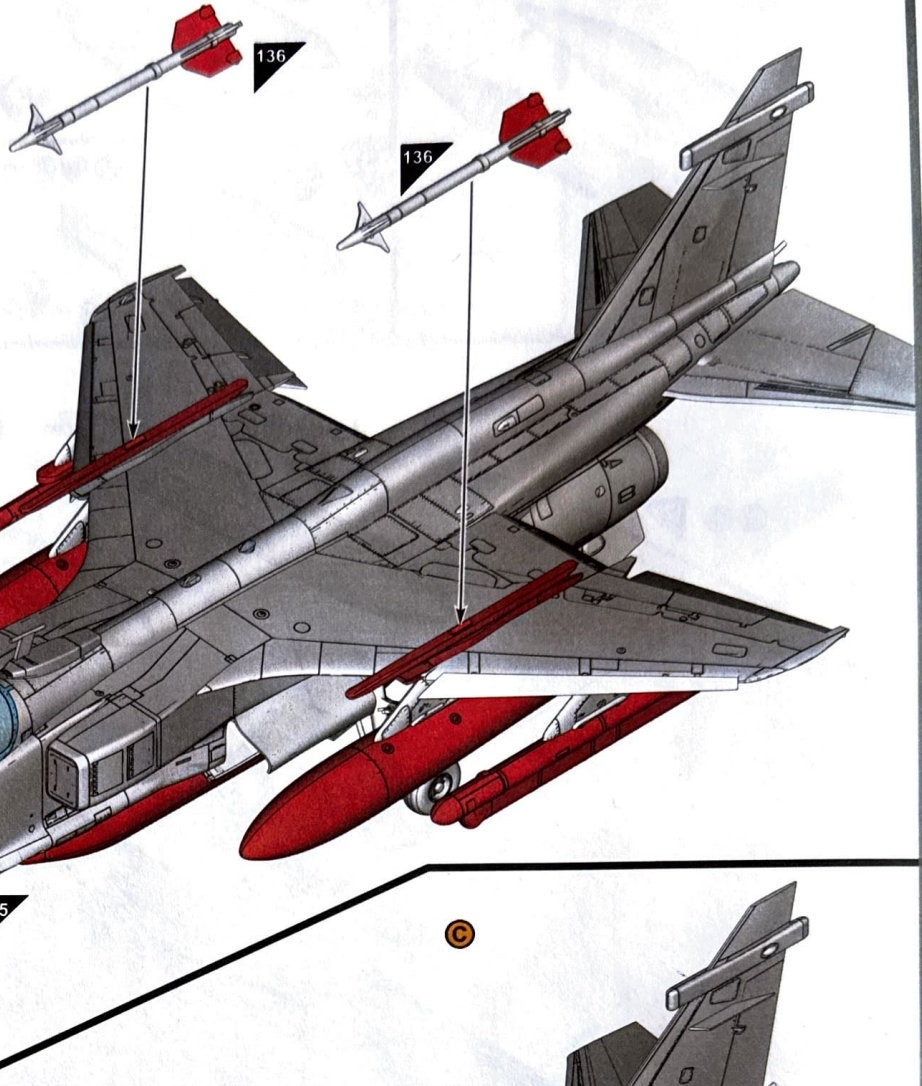


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136

136

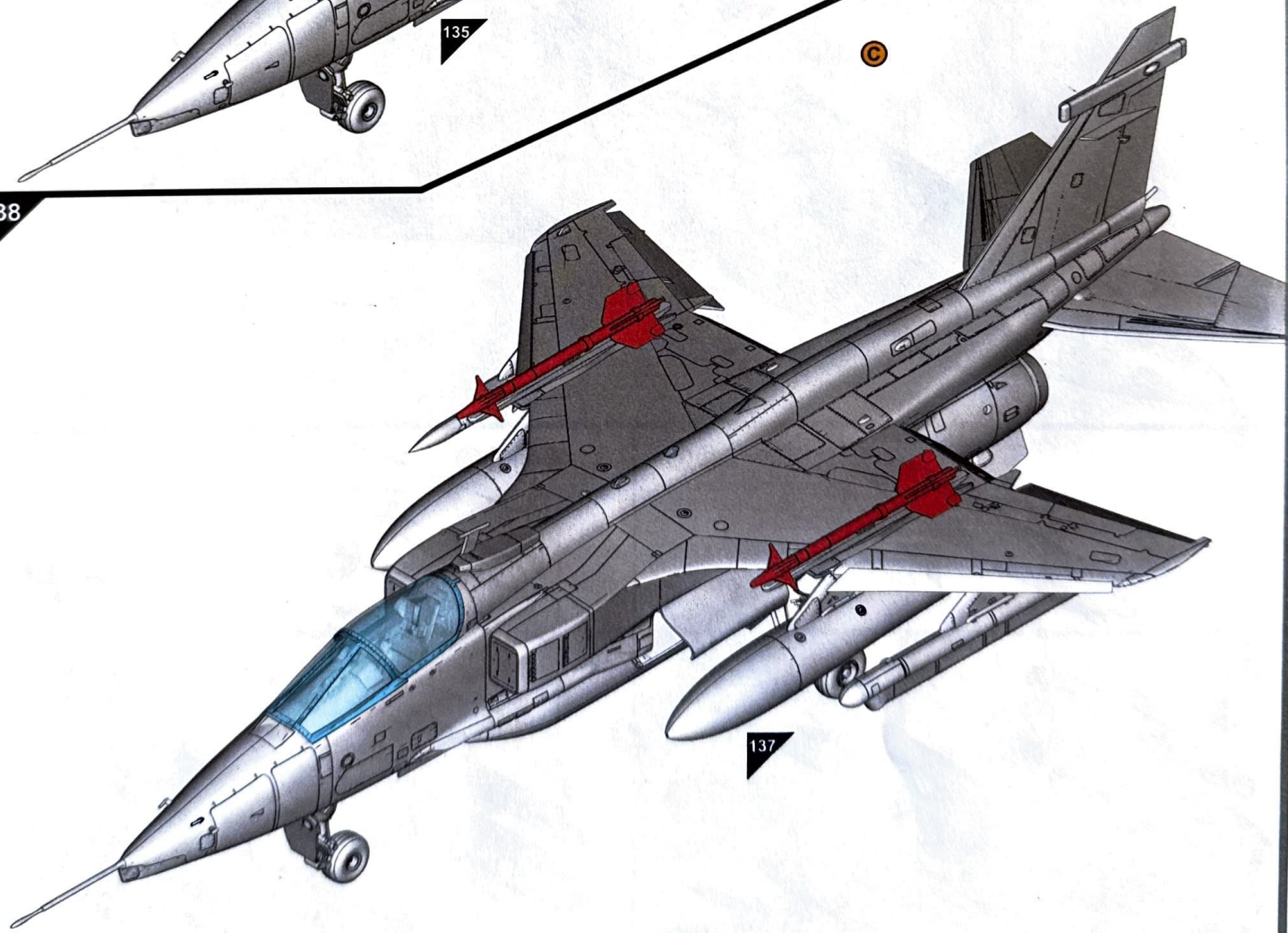


135



138

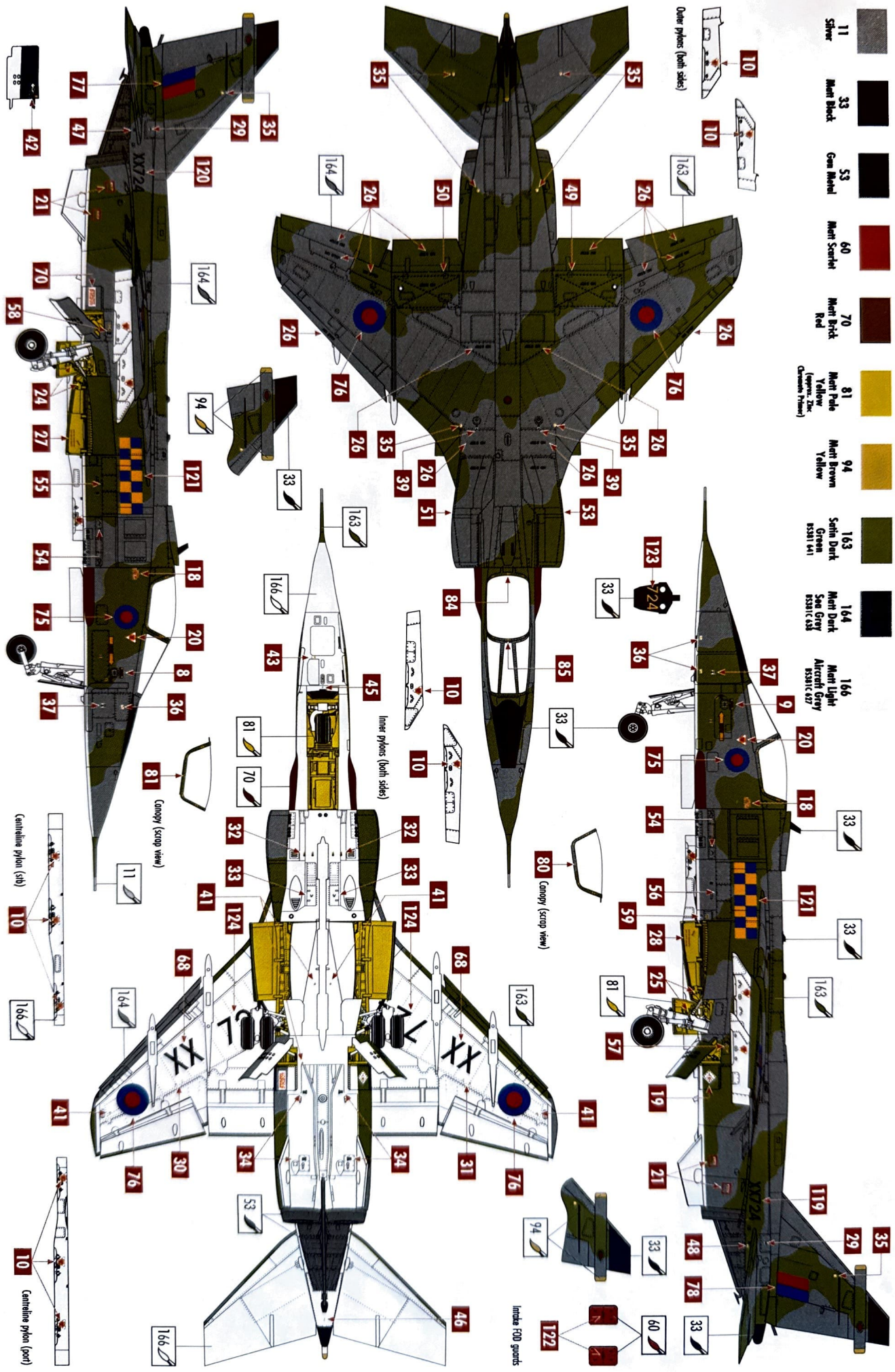
137



SEPECAT Jaguar GR.1

No.54(F) Squadron, Royal Air Force Lossiemouth, Scotland, 1974.

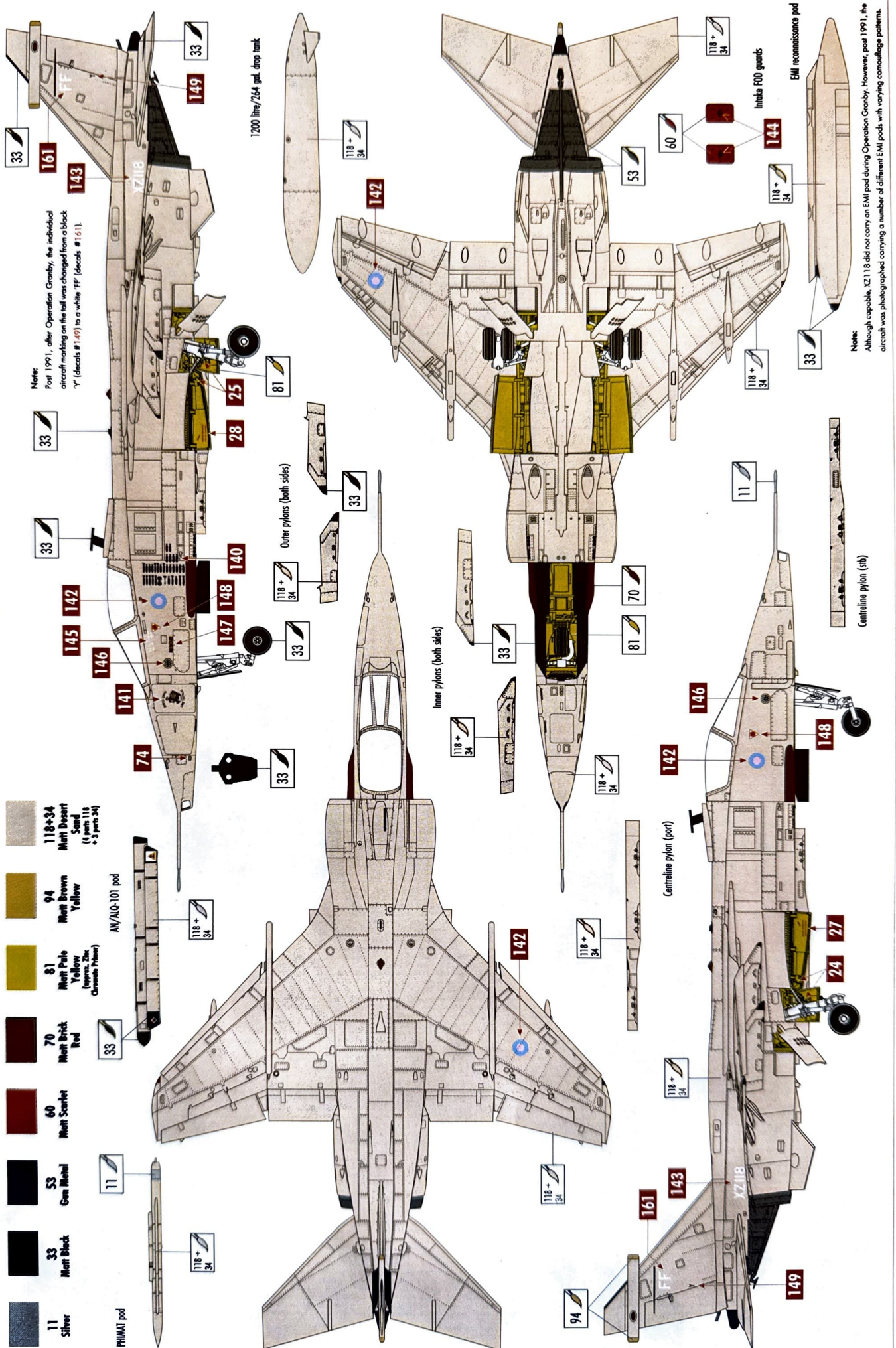
- 11 Silver
- 33 Matt Black
- 53 Gem Metal
- 60 Matt Scarlet
- 70 Matt Brick Red
- 81 Matt Pale Yellow (upper, 2nd Chromium Primer)
- 94 Matt Brown Yellow
- 163 Sottin Dark Green 8531 411
- 164 Matt Dark Sea Grey 8531 C 65
- 166 Matt Light Aircraft Grey 8531 C 67



SEPECAT Jaguar GR.1A

XZ118/Y 'Buster Gonad', Operation Granby/Desert Storm, Muharraq Airport, Bahrain, October 1990 - March 1991.

- 11 Silver
- 33 Matt Black
- 53 Gun Metal
- 60 Matt Scarlet
- 70 Matt Brick Red
- 81 Matt Pale Yellow (repaint, like Crusade Trainer)
- 94 Matt Brown Yellow
- 118+34 Matt Desert Sand (4 parts 118 + 3 parts 34)



Note:
Although capable, XZ118 did not carry an EMI pod during Operation Granby. However, post 1991, the aircraft was photographed carrying a number of different EMI pods with varying camouflage patterns.

SEPECAT Jaguar GR.1

No.11 (AC) Squadron, Royal Air Force Laarbruch, West Germany, 1976.

- 11 Silver
- 33 Matt Black
- 53 Gun Metal
- 60 Matt Scarlet
- 70 Matt Brick Red
- 81 Matt Pale Yellow (Upper Fin, Cheek Plates)
- 94 Matt Brown Yellow
- 163 Matt Dark Green (SS11161)
- 164 Matt Dark Sea Grey (SS11163)

