

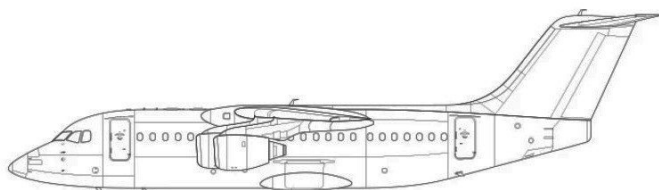
British Aerospace BAe 146-200 C3 Royal Air Force no.32 squadron (1/144)



INTRODUCTION

The British Aerospace BAe 146 is a four engined short range airliner developed originally by the Hawker Siddeley company. First flight was in 1981. Under the BAe consortium, several versions were developed with different passenger capacities. Powered by four Avco Lycoming ALF 502 engines, it has a low noise footprint. It later was known under BAe RJ- designation.

Many airlines across the Globe used the type and nearly 400 were manufactured.



ABOUT RAF OPERATIONS

The type was put into service by the Royal Air Force. First in 1986 as VIP and Government transport. The RAF "Royal" no. 32 squadron operated the BAe 146-100 aircraft as the Queens' Flight.

There was a need for additional transport capacity in the RAF including operations in Afghanistan from 2013. Two ex TNT Airways BAe 146-200Q were acquired and converted to C3 standard and fitted with protective gear. Operated by no.32 squadron with RAF registrations ZE707 (c/n E2188 ex OO-TAZ) and ZE708 (c/n E2211 ex OO-TAY). In 2020 the 2 aircraft were modified for medical support. (they appear to have a few less windows). After only 8 years, these two RAF aircraft were sold in 2022 to Pionair Australia.

Data BAe 146-200: length 28,55 m; wing span 26,34 m; four ALF 502 engines; OEW 24,600 kg and MTOW 42,180 kg; cruise speed MACH 0.7

MODEL KITS

In **1/72** scale there was Combat Kits BAE 146-200 ??

In **1/144** scale Revell released a BAe 146-200 kit #04233 and RJ-85 #04208 and old kit BAe 146-200 from Leoman .

Some windows for the RAF C3 are not present as the interior is different from the airliner version. This is indicated in the drawings or study photos. For the window rows decals are provided as well as for the entry doors. (some spare windows are also on the sheet).

The protective gear (Defensive Aid Suite) is situated in various bumps and bulges. A pair of IRCM turrets at the lower rear fuselage, another IRCM at the belly and aft of the front doors are also a few bumps. Flare systems are also fitted.

These items for the model need to be made from scrap (use old bombs from the scrap box, sand in shape and blend in with some putty).

DECAL SYSTEM and APPLICATION

The decal sheet has ONE continuous print film, so EACH decal needs to be cut out with fine scissors. No other prior decal preparation is needed. Each cut out decal can be applied as usual after soaking it a short while in water.

The decals have a white "undercoat" printed if needed.

Decals are EXTREMELY THIN, so slide off from the wet backing sheet on a horizontally held GLOSSY model surface. Do not use tweezers! They will fold double!

After all decals have been applied, finish the model with your preferred final gloss, matt or semi-matt varnish coats. This will also protect all the decals.

PAINTING AND DECALS

Decals offer a choice of RAF C3 registration ZE707 or ZE708. These C3 aircraft have the same paint scheme.

The paint scheme is symmetrical port and starboard.

-1 overall colour is BS381c Medium Sea Grey 637

-2- leading edges of wing and horizontal stabilizer and the four engine nacelle intake edges appear to be a bit darker grey. The nose tip is also a bit darker grey. (the modeller can add a drop of black in the Medium Sea grey paint).

-3- the engine exhausts are metal

A small RAF roundel with registration is situated at the rear fuselage at both starboard/ right and port/ left.

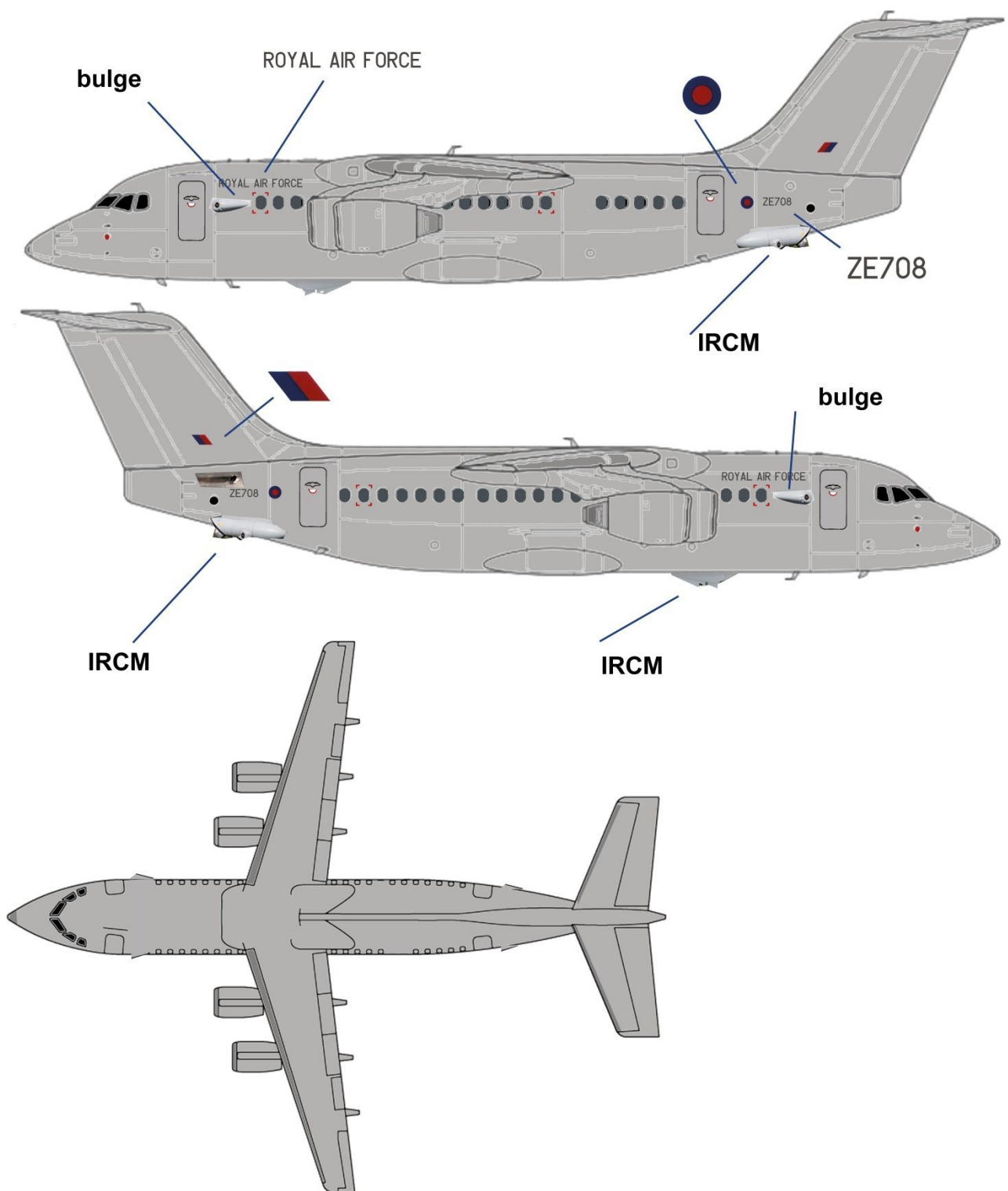
It is unclear if roundels are present on the upper port and lower starboard wing, probably not. (extra are provided).

Flag flashes are at the tail.

Extra decals are also provided for the doors and tiny red markings for the emergency doors in the windows row.

On internet, it is easy to find photos.

Search "BAe 146 C3 and "ZE707" or "ZE808".



Unknown if roundels are on the wing (extra are on the sheet)

Enjoy our hobby!

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