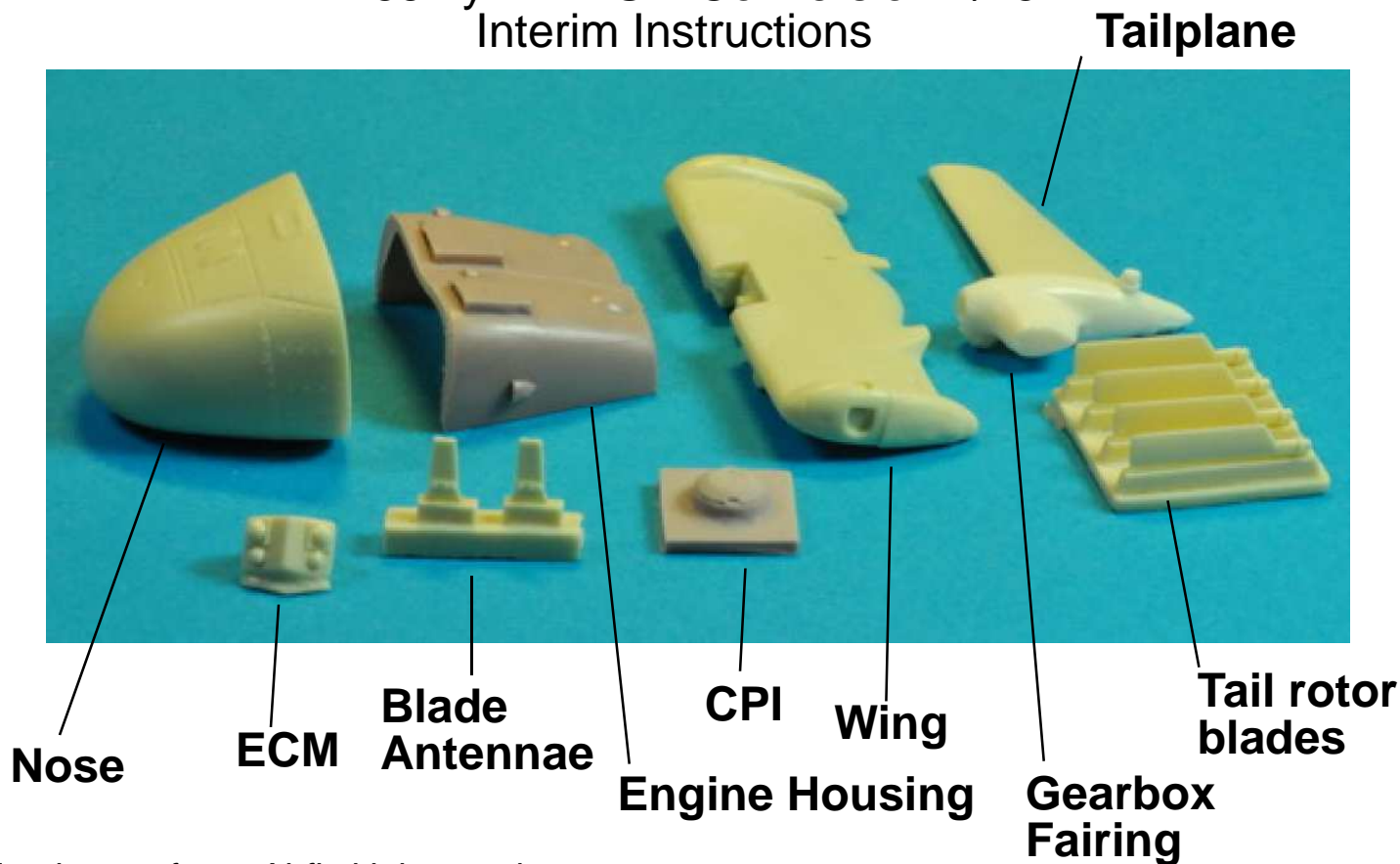
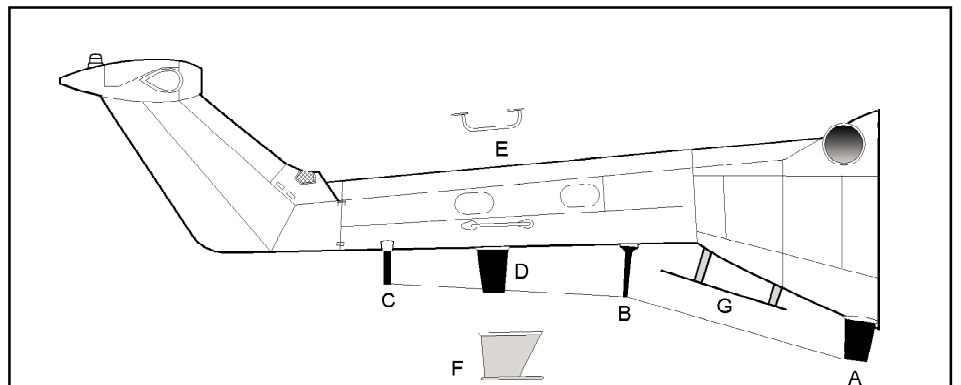


BB35 Lynx HAS.2 Conversion 1/48 Interim Instructions



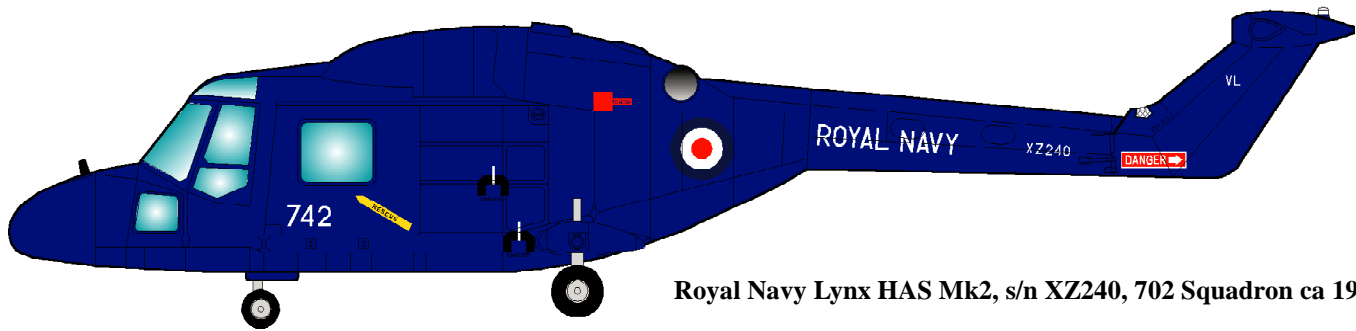
Numbers refer to Airfix kit instruction steps.

- a. Remove T-shaped pour slot on rear of resin nose.
- b. After step 29, remove the square protrusion on the front of the kit fuselage assembly. Test fit resin nose but do not install at this time.
- c. Ignore step 30. At step 31, use resin engine cover instead.
- d. Ignore step 43. At step 44, use resin wing instead.
- e. Ignore steps 46-50. At step 51, glue on resin nose.
- f. Depending on the version desired, you may wish to fit the ECM housing on the nose. If so, carefully trim it from its pour slot and sand the base where the pour slot attached. This part can be glued onto the nose. There is a small pit on the upper nose and the rear point of the ECM housing sits over that hole. If not using the housing, fill the hole.
- g. Trim the two resin blade antennae and glue them on the indicated areas on the nose.
- h. Ignore step 121. At step 122, glue on the resin tail gearbox fairing.
- i. At step 123, glue on the longer resin tailplane.
- j. Ignore step 124. In step 125, modify the tail rotor by cutting off the blades and gluing on the resin replacement blades, remembering the early Lynx tail rotors turned in the opposite direction.
- k. If you wish to backdate the main rotor to non BERP blades, cut the BERP tips off the blades, and cut replacement tips from the two additional blades provided in the kit and glue these on. I recommend pinning with a length of wire because the butt joint will not be very strong.
- l. Some countries used Crash Position Indicators on their Lynxes. If desired, fit the resin CPI where desired.



Antenna Configurations

1. Wire antenna running from blade antenna A (offset 0.3" to starboard, inclined out at 15 degrees) to post B (offset 0.2", same inclination) to post C (offset 0.2" to starboard, vertical); typical for all Lynxes.
2. Blade antenna D on centreline; typical for most Lynxes.
3. Loop antennas E on tailboom; seen on many Lynxes (but not RN).
4. Large blade antenna F seen (instead of D) only on HMA.8.
5. Twin 'towel rack' antennas (offset 0.3" from centreline), seen on German, Dutch and Norwegian machines.

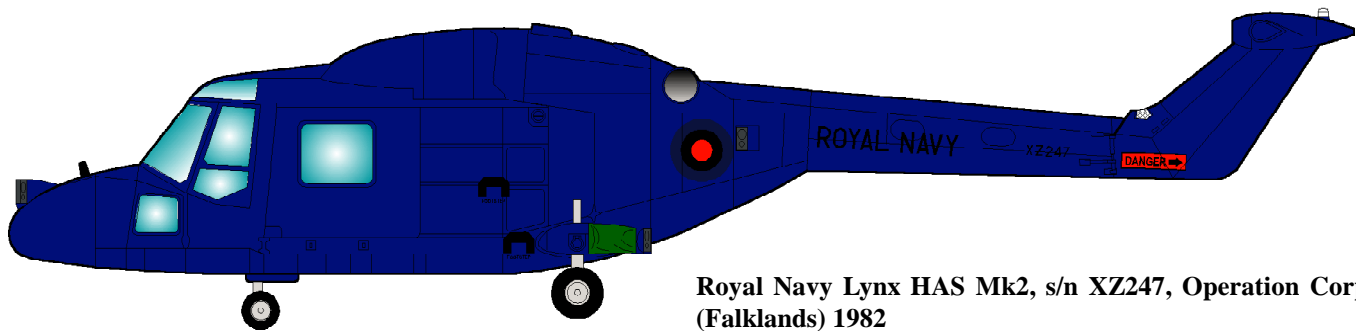


Royal Navy Lynx HAS Mk2, s/n XZ240, 702 Squadron ca 1979

The Royal Navy ordered a total of 60 Lynx HAS Mk 2 .in three batches; serial numbers were in the ranges XZ227-252, XZ254-257, XZ689-700 and XZ719-736. The HAS Mk 2 was armed with either two torpedoes (Stingray), two mines (Mk 11 Mod 3) or up to four Sea Skua anti-ship missiles. Lynxes are used as light ASW helicopters operating from RN ships, and from the beginning RN Lynxes have been assigned to either the training squadron (702 Sqn) or the operational squadron (815 Sqn) which acts as a pool from which ship's flight machines are assigned.

The first operational scheme was overall Oxford Blue (FS15050) with 600mm D-type roundels on the fuselage sides. ROYAL NAVY is 200mm white letters on forward end of tailboom, followed by the serial in 100mm white letters. The aircraft number (742) was carried on the door in 200mm white letters. The tail rotor warning placard was red and white. This aircraft carried the squadron code VL in 100mm white letters on the tail. Wire antenna ABC and blade antenna D.

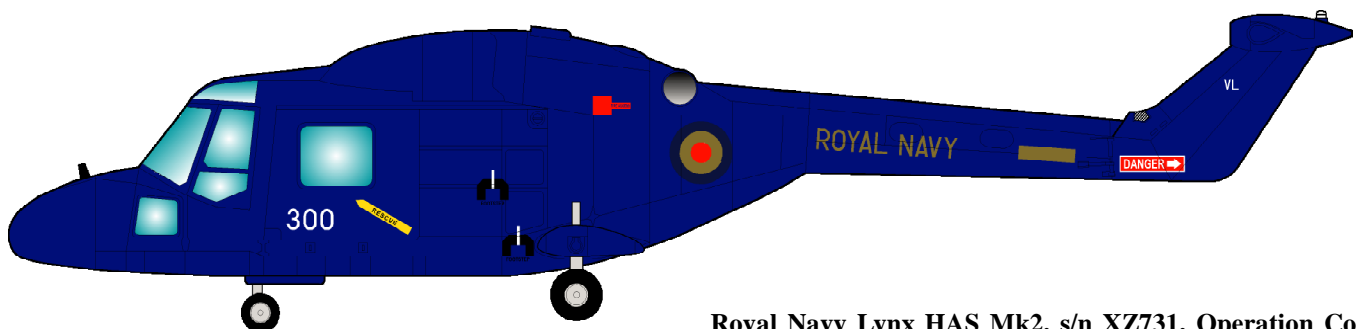
Ref: World Airpower Journal Volume 40, Scale Models Dec 82



Royal Navy Lynx HAS Mk2, s/n XZ247, Operation Corporate (Falklands) 1982

Lynxes were fully operational by the time of the Falklands war in 1982, and at least one Argentine ship was sunk by a Sea Skua missile. The HAS Mk 3 was just entering service and its Orange Crop ESM equipment was also refitted to many HAS Mk 2s. Paint schemes were already in transition from Oxford Blue to overall grey at this time, and combat requirements for low visibility markings led to some unique variations. This aircraft retains its original blue scheme, but all white markings were overpainted in black, including the white ring in the roundel and the serial number blacked out completely. Wire antenna ABC and blade antenna D.

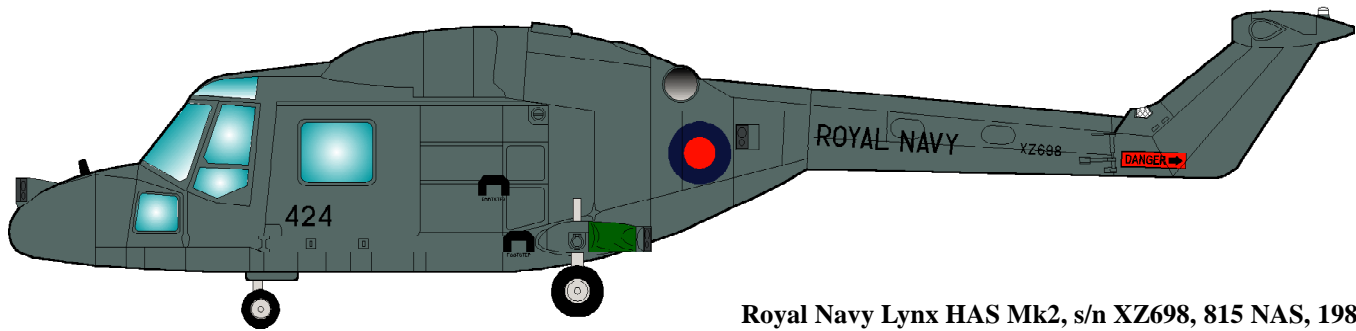
Ref: Scale Aircraft Modelling Vol 5 No.3



Royal Navy Lynx HAS Mk2, s/n XZ731, Operation Corporate (Falklands) 1982

This aircraft retains its original blue scheme, but white markings were overpainted in olive drab, including the white ring in the roundel and the serial number blacked out completely. Aircraft number was white, however. Wire antenna ABC and blade antenna D.

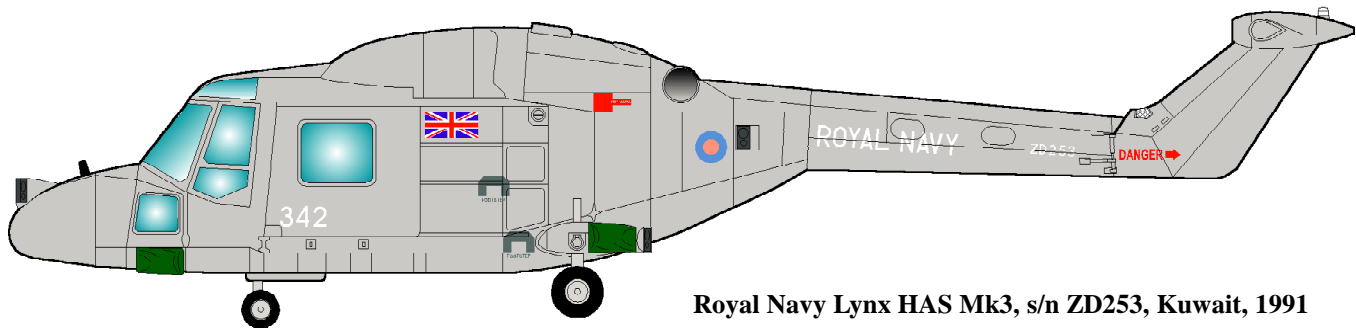
Ref: Scale Aircraft Modelling Vol 6 No.10



Royal Navy Lynx HAS Mk2, s/n XZ698, 815 NAS, 1983

Overall Dark Sea Grey (FS36173) with black markings. ROYAL NAVY is in 200mm letters on the tailboom, followed by the serial in 100mm letters. The aircraft number (424) is on the door in 200mm letters. Fuselage roundels are red and blue E-type, 600mm diameter, and the tail rotor warning placard is red and black. Wire antenna ABC and blade antenna D.

Ref: Scale Aircraft Modelling Vol 6 No.10

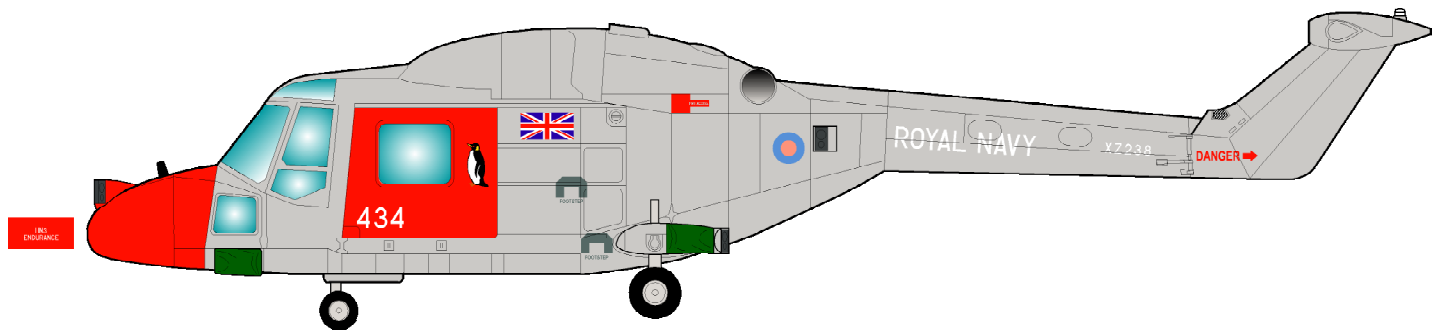


Royal Navy Lynx HAS Mk3, s/n ZD253, Kuwait, 1991

The Lynx HAS Mk.3 incorporated uprated engines and transmissions for improved performance. Delivered in several batches (including some to make up for losses in the Falklands war), the new build Mk 3s were in the serial ranges ZD249-268, ZD565-567 and ZF557-563. Most remaining Mk 2s were rebuilt to Mk 3 standard. The Mk 3 was used with great success in Operation Granby (Gulf War).

Overall Medium Sea Grey (FS36270) with white markings. ROYAL NAVY is in 200mm letters on the tailboom, followed by the serial in 100mm letters. The aircraft number (342) is on the door in 200mm letters. Fuselage roundels are low visibility pink and blue E-type, 300mm diameter, and the tail rotor warning placard is red only. Wire antenna ABC and blade antenna F.

Ref: Sea King by Patrick Allen

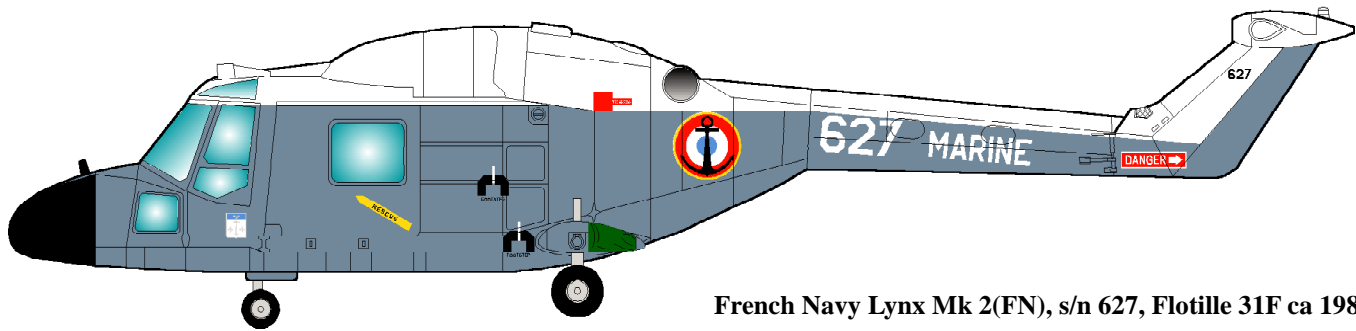


Royal Navy Lynx HAS Mk3 ICE, s/n XZ238, HMS Endurance, 1996

The Lynx HAS Mk.3 ICE is a special variant modified for Antarctic patrol and ice reconnaissance. The Sea Skua gear was removed and replaced with camera equipment and uprated radios. Other ICE variants are XZ233, XZ241 and XZ246.

Overall Medium Sea Grey (FS36270) with white markings. ROYAL NAVY is in 200mm letters on the tailboom, followed by the serial in 100mm letters. The aircraft number (434) is on the door in 200mm letters. Fuselage roundels are low visibility pink and blue E-type, 300mm diameter, and the tail rotor warning placard is red only. HMS ENDURANCE is in small white letters on the nose. A Union Jack is placed just behind the main door, and the Emperor penguin graphic is on the door behind the window, facing forwards. Wire antenna ABC and blade antenna F.

Ref: Scale Aircraft Modelling, Oct 2002

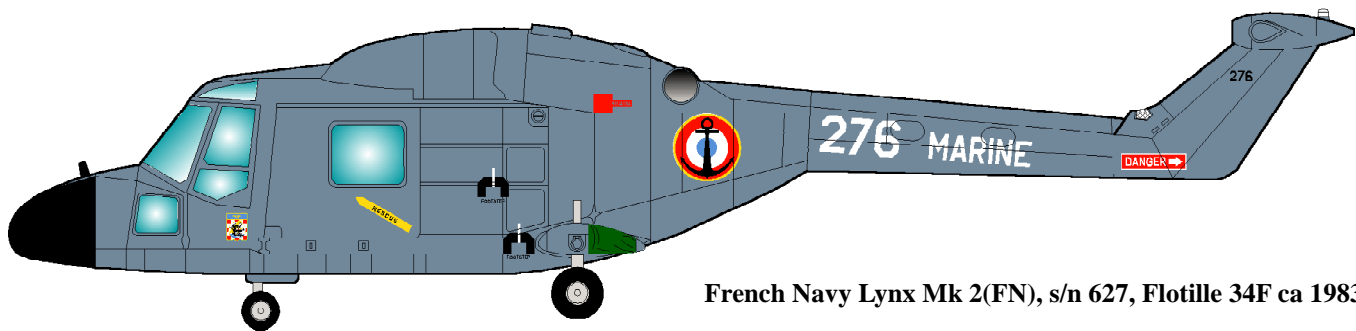


French Navy Lynx Mk 2(FN), s/n 627, Flotille 31F ca 1981

Twenty six Mk 2 (FN) were delivered with serial numbers 261-278 and 620-627. These machines were fitted with the Alcatel DUAV-4 dipping sonar and could carry two Mk 46 torpedoes or four AS.12 missiles. These were wire-guided anti-shiping missiles, controlled through the use of a roof mounted sight on the port side. These missiles were removed from service by the end of the 80s, and the sight removed, although the roof mount was retained.

The first operational scheme was Dark Blue Grey (FS35164) with a white roof, tailboom top and tail leading edge. 650mm roundels on the fuselage sides. Serials are 300mm white on forward end of tailboom, followed by MARINE in 250mm white letters. The serial was repeated on the tail and above the windscreen in 100mm black numbers. The tail rotor warning placard was red and white. The squadron badge was carried on both sides under the cockpit doors. Blade antenna D only.

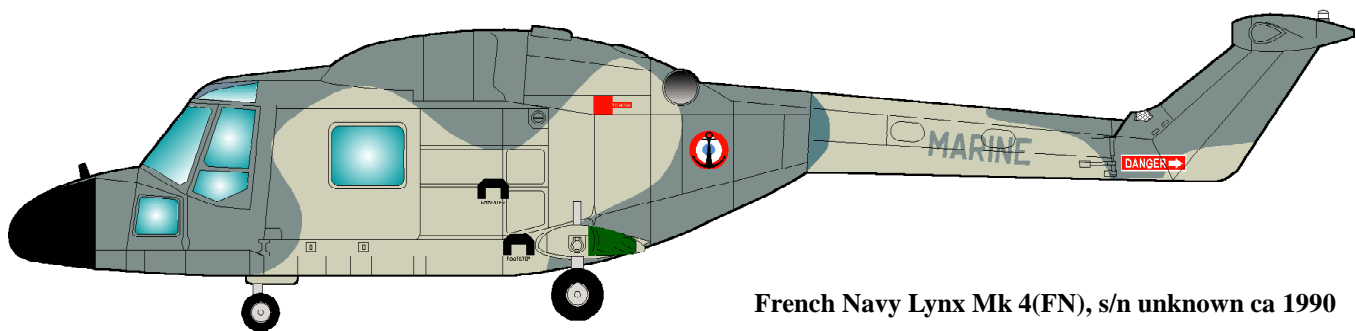
Ref: World Airpower Journal Volume 40, Air Fan No.29



French Navy Lynx Mk 2(FN), s/n 276, Flotille 34F ca 1983

The second operational scheme was Dark Blue Grey (FS35164) overall. 650mm roundels on the fuselage sides. Serials are 300mm white on forward end of tailboom, followed by MARINE in 250mm white letters. The serial was repeated on the tail and above the windscreen in 100mm white numbers. The tail rotor warning placard was red and white. The squadron badge was carried on both sides under the cockpit doors. Blade antenna D only.

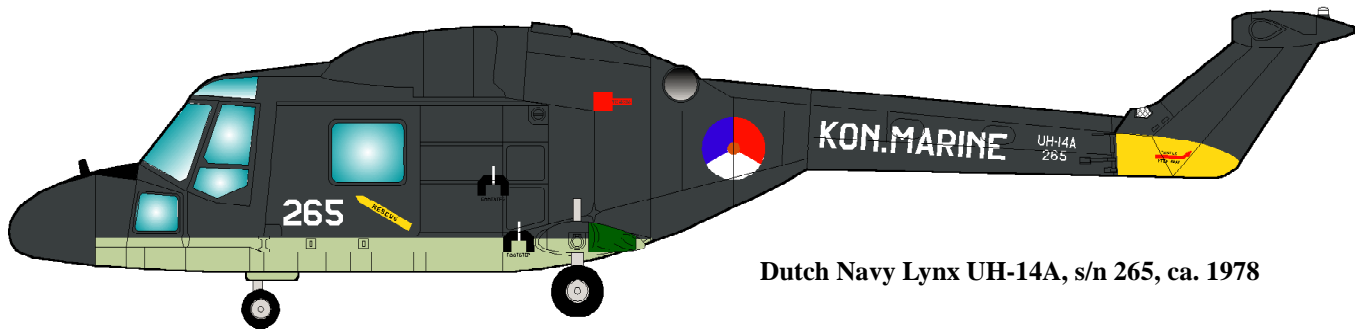
Ref: World Airpower Journal Volume 40



French Navy Lynx Mk 4(FN), s/n unknown ca 1990

A second batch was purchased (perhaps because of delays in the NH-90 project) and are similar to the HAS. Mk 3; they are gradually being fitted with BERP rotor blades. Fourteen were delivered starting in 1985 (s/n 801-814).

The current scheme is Medium Blue Grey (FS36270) and Light Grey (FS36357) overall with 350mm roundels on the fuselage sides. No serials can be seen, and the MARINE on the tailboom is now Dark Grey. The tail rotor warning placard is red only. A unique variant of the wire antenna ABC (check photos) and blade antenna D.

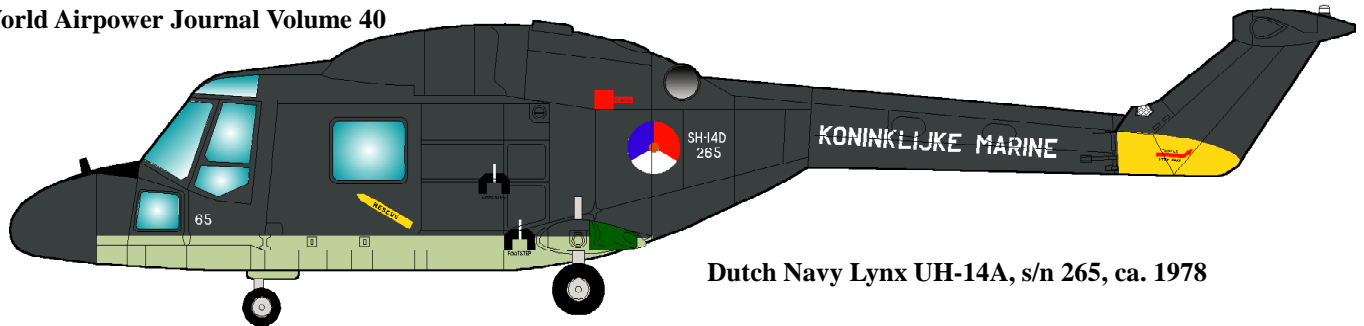


Dutch Navy Lynx UH-14A, s/n 265, ca. 1978

The Dutch Navy has ordered several variants of the Lynx, all of which have now been upgraded to a common standard. The first six UH-14As (serials 260 - 265) replaced the Agusta Bell 204Bs in the SAR/liaison role in 1977 and 1978; these were roughly similar to the RN HAS Mk 2.. A further ten SH-14Bs (serials 266- 275) replaced the Westland Wasps in the ASW role in 1979; these machines were fitted with the DUAV-4 dipping sonar and were similar to French Mk 2(FN)s. The last eight helicopters for ASW were designated SH-14C (serials 276 - 283) and delivered in 1980 and 1981. These machines carried a MAD detector on the starboard main gear pylon. These were later removed and the machines used in the utility role while the UH-14As were rebuilt.

The scheme is representative of all earlier Lynxes. Overall Extra Dark Sea Grey (FS36118) over Sky (FS34424). On the tailboom is the legend KON MARINE in 250mm white letters. Aft of this is the legend UH-14A / 265 in 100mm white letters. Serial number is in white 250mm numbers on the fuselage sides and top of the tailplane; the underside of the tailplane has the same number in 250mm black numbers on the Sky background. Roundels on the fuselage sides are 600mm diameter, with 500mm roundels on top of the transmission fairing and below the fuselage between the main gear. The tail rotor warning is red letters on a yellow background that covers the entire bottom of the tail area. Wire antenna ABC, blade antenna D and towel rack antennas.

Ref: World Airpower Journal Volume 40

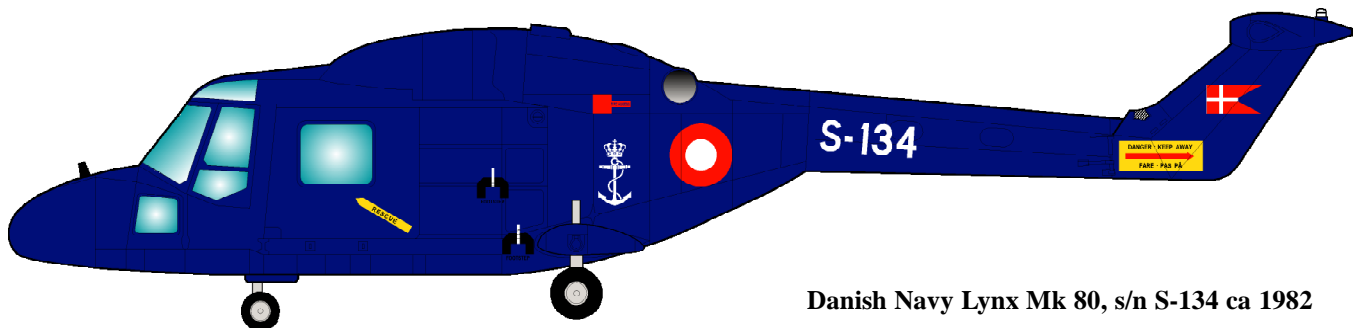


Dutch Navy Lynx UH-14A, s/n 265, ca. 1978

Of the 24 Lynxes ordered in three batches, 22 remain in service today. All were upgraded to SH-14D standard (with more powerful engines, BERP blades and dipping sonar) between 1990 and 1993. Initially all UH-14As were operated by 7 squadron and all SH-14B and Cs by 860 squadron. In 1990 both squadrons started pooling their helicopters from a common group MARHELI, although the squadrons still exist separately.

SH-14D markings are generally similar to earlier machines, with the following changes. The Dutch navy name has been spelled out in full on the tailboom; KONINKLIJKE MARINE is now 200mm white letters. The fuselage roundels have been reduced in size to 500mm and the type name and serial have been moved off the tailboom to the rear fuselage. Fuselage codes are now smaller (200mm) and display the last two numbers under the cockpit doors. Wire antenna ABC, blade antenna D and towel rack antennas.

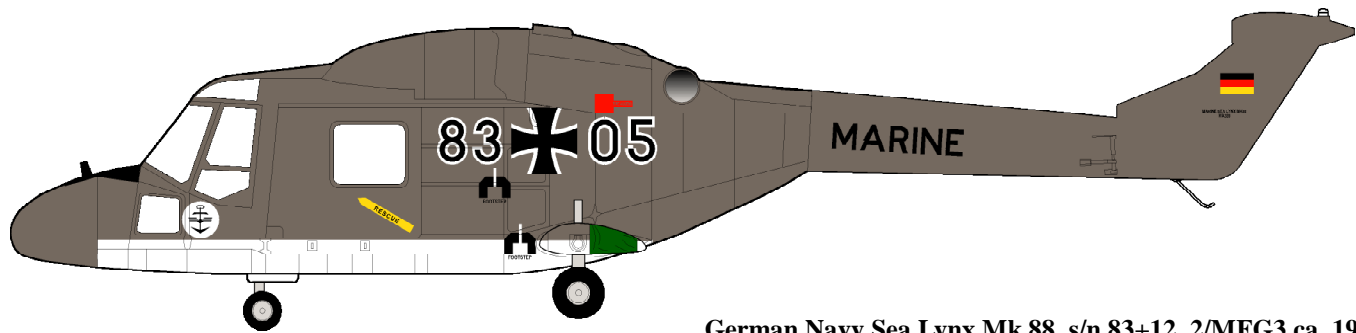
Ref: World Airpower Journal Volume 40



Danish Navy Lynx Mk 80, s/n S-134 ca 1982

Used for fisheries patrol and reconnaissance, these a/c are similar to the HAS. Mk 3. Although they have a Navy-style tail section, the tail does not fold. They do not carry weapons or sonar. Eight were delivered starting in 1981 (s/n S-134, 142, 170, 175, 181, 187, 191 and 196); 187 and 196 were lost in accidents and 170 crashed in 1997 but has been repaired. You can use the Lynx kit markings to make this earlier version. Wire antenna ABC, blade antenna D, loop antennas E and towel rack antennas.

Ref: Markings drawings from Westland, World Airpower Journal Volume 40.

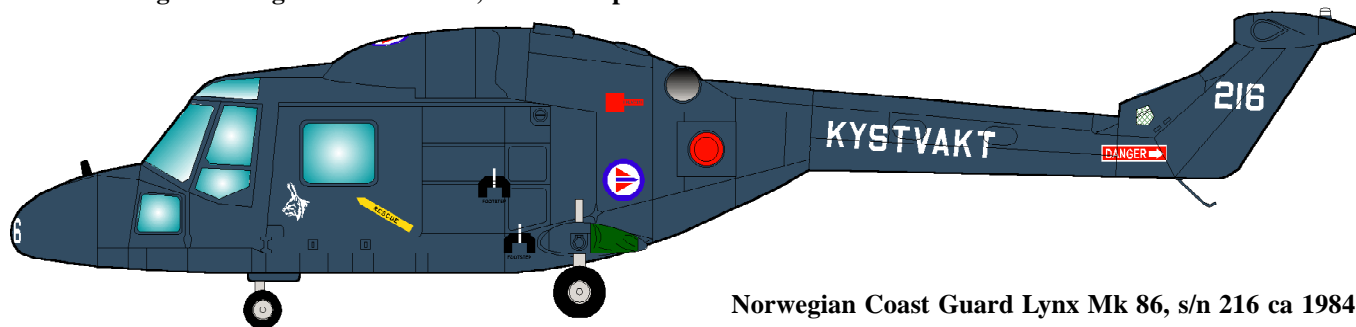


German Navy Sea Lynx Mk 88, s/n 83+12, 2/MFG3 ca. 1985.

The Lynx Mk 88 is basically similar to the HAS. Mk3 but with an Army-style non-folding tail. They are fitted with AN/AQS-18(V) dipping sonar. Normal armament is one or two Mk 46 torpedoes. Nineteen were delivered (s/n 83-01 to 83-19) to Marinefliegergeschwader (MFG) 3 starting in 1981.

Basic scheme is Basalt Grey RAL 7012 (FS26152) over Light Grey RAL 7035 (FS36628), with a black anti-glare shield. 630mm crosses on sides, 500mm on top (900mm forward of rotor centre) and on bottom (between rear landing gear). The bottom cross only has black edging. Fuselage codes are 400mm with white edging, 83 to left of cross on both sides. Black 250mm MARINE on tailboom, 250mm back from leading edge. German flag on tail (black on top), below which is 'MARINE SEA LYNX MK88 / WA 272' in small black letters. Red/white rotor warning placard. 360mm white disc below cockpit doors carries squadron logo of 2/MFG 3. Tail rotor has 150mm red/white/red tip stripes. You can use the kit decals for a Mk 88A to represent this earlier version as well. Wire antenna ABC, blade antenna D and towel rack antennas.

Ref: Markings drawings from Westland, World Airpower Journal Volume 40.

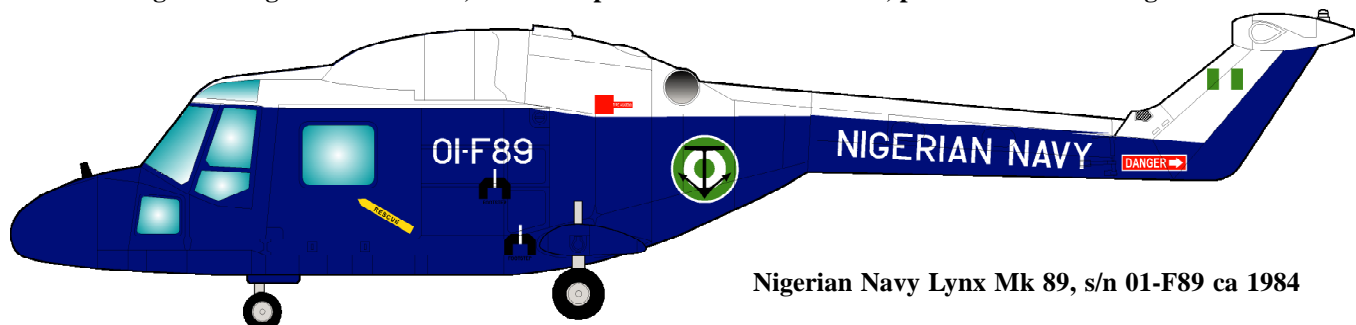


Norwegian Coast Guard Lynx Mk 86, s/n 216 ca 1984

Used for fisheries patrol, SAR and reconnaissance, these a/c are similar to the HAS. Mk 3 but with an Army-style non-folding tail. They do not carry weapons or sonar. These aircraft carry a Crash Position Indicator (CPI) on a panel on the port rear fuselage. Six were delivered starting in 1981 (s/n 207, 216, 228, 232, 235 and 237); 235 crashed and was rebuilt as 350 in 1991. All are operated by 337 Squadron.

The basic scheme is overall Dark Sea Grey (FS36173). 400mm roundels on side and on top of transmission fairing (dart faces to the rear on all roundels). Serials are 250mm white on nose and tail, 250mm KYSTVAKT on forward end of tailboom. Red and white tail rotor warning placard. The CPI is red. White Lynx head on lower forward doors both sides. Wire antenna ABC, blade antenna D and towel rack antennas.

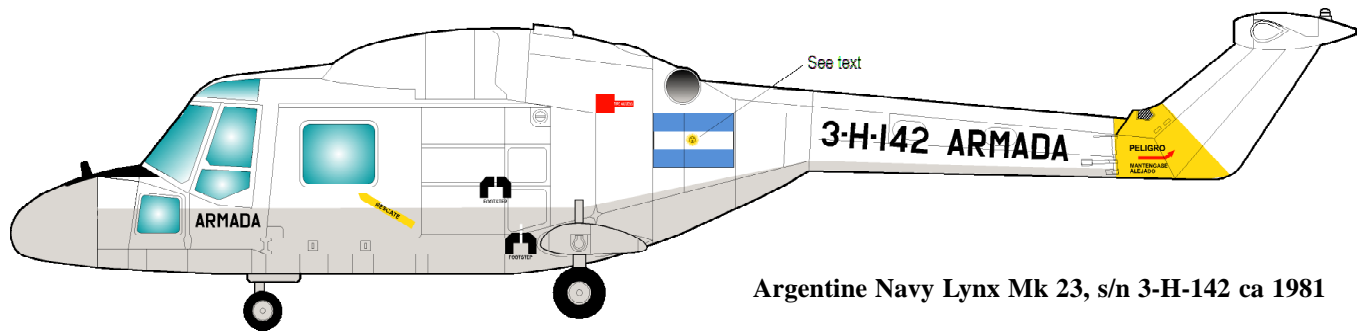
Ref: Markings drawings from Westland, World Airpower Journal Volume 40, photos from Knut Hagen



Nigerian Navy Lynx Mk 89, s/n 01-F89 ca 1984

These a/c are similar to the HAS. Mk 3. They were intended for use on the sole MEKO class frigate NNS Aradu. Three were delivered starting in 1983 (s/n 01-F89 to 03-F89). The basic scheme is White over Oxford Blue. 600mm roundels on side, small flag on tail. Serials are 250 mm white on fuselage, 250mm NIGERIAN NAVY on tailboom. Red and white tail rotor warning placard. . . Wire antenna ABC, blade antenna D and towel rack antennas.

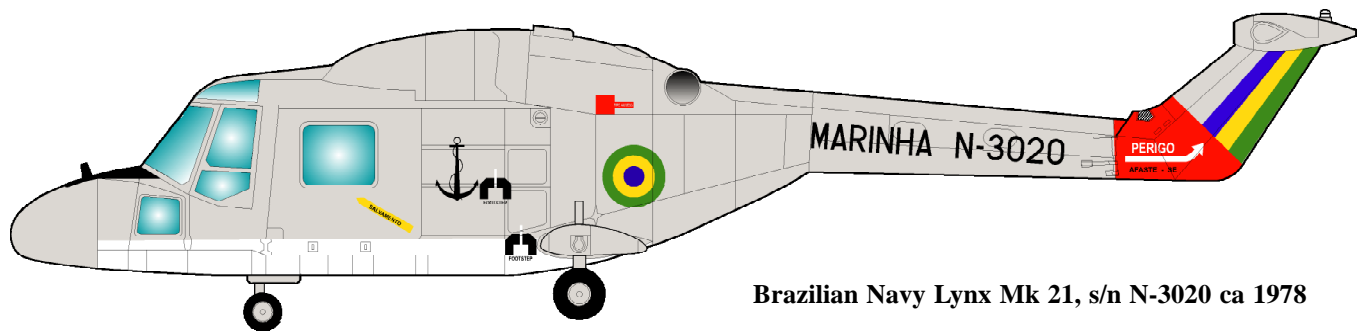
Ref: Markings drawings from Westland, World Airpower Journal Volume 40.



Argentine Navy Lynx Mk 23, s/n 3-H-142 ca 1981

These a/c were similar to the HAS. Mk 2. They were intended for use on the ex-RN Type 42 destroyers. Two were delivered (141 and 142) prior to the embargo due to the Falklands conflict; two were sold afterwards to Denmark as Mk 90, later upgraded to Mk 90A. The basic scheme is White over Light Gray. Argentine flags on the fuselage are a bit of a conundrum. There exist photos of these aircraft with the small sun face missing, as well as later photos showing it on the flag. Therefore, the sun face is given as a separate part ... use it if you wish. ARMADA and the serial number on the tail boom are in 250 mm black letters, the small ARMADA under the door is in black. The rescue arrow on the side says RESCATE, so use the supplemental yellow arrows and that word. The tail rotor warning uses the red arrow from the main sheet, but the text is from the supplemental strip. Wire antenna ABC, blade antenna D and towel rack antennas.

Ref: Scale Aircraft Modelling Vol 6 No. 10, World Airpower Journal Volume 40.

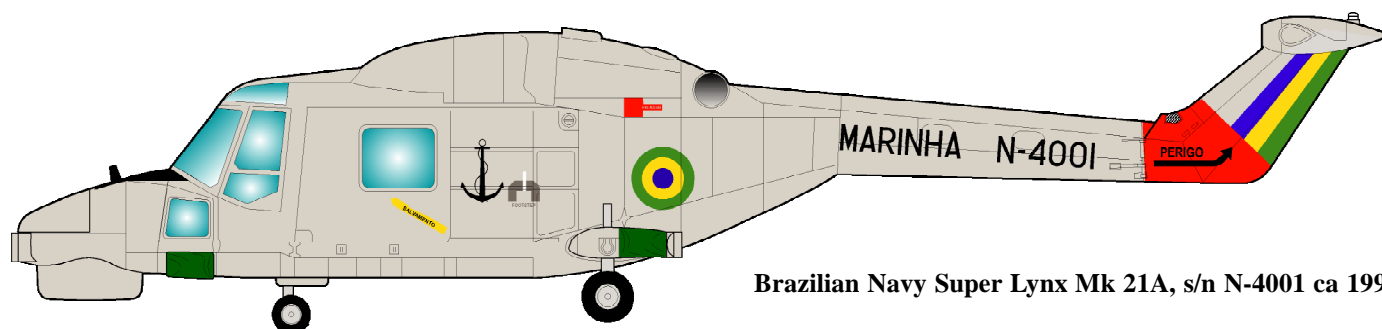


Brazilian Navy Lynx Mk 21, s/n N-3020 ca 1978

These were similar to the HAS. Mk 2. Nine were delivered (3020-3028); the five remaining aircraft of this batch were later upgraded to Mk 21A along with nine new builds. The basic scheme is Light Gray over White. A 600mm roundel and black fouled anchor are on the fuselage, MARINHA and serial in black on the tailboom in 250 mm black letters. The rescue arrow on the side says SALVAMENTO, so use the supplemental yellow arrows and that word. The tail rotor warning uses the white arrow and PERIGO (cut off the arrow head on each side where appropriate) but add the words AFASTE - SE from the supplemental strip. Wire antenna ABC, blade antenna D and towel rack antennas.

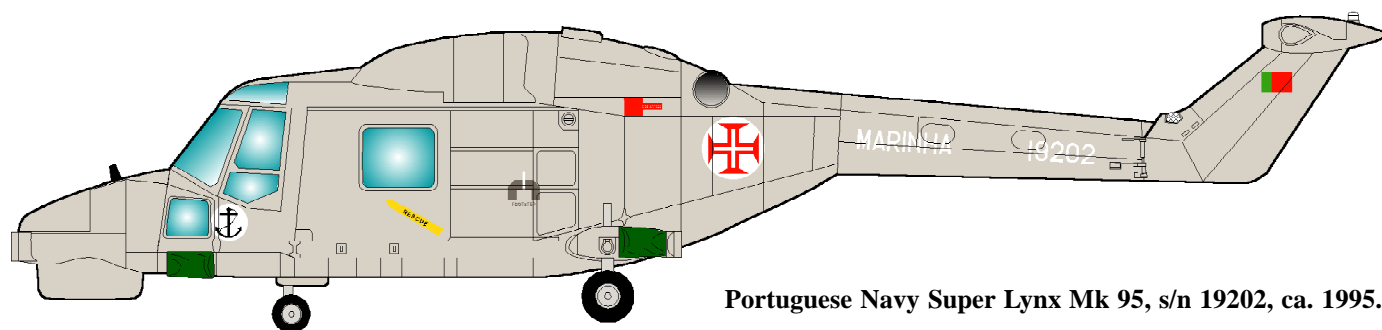
Ref: Scale Aircraft Modelling Vol 6 No. 10, World Airpower Journal Volume 40.

Additional markings for Airfix Lynx Kit: Later Super Lynx variants



Brazilian Navy Super Lynx Mk 21A, s/n N-4001 ca 1994

These were similar to the Portuguese Mk 95s, with reverse direction tail rotors and composite blades. Nine were delivered (4001-4009) as well the five rebuilt Mk 21s which were renumbered 4010-4014. The basic scheme is overall Light Gray. Markings are very similar to the earlier Mk 21s except the tail warning arrow is all black. Wire antenna ABC, blade antenna D and towel rack antennas.
Ref: Scale Aircraft Modelling Vol 24 No. 8, World Airpower Journal Volume 40.

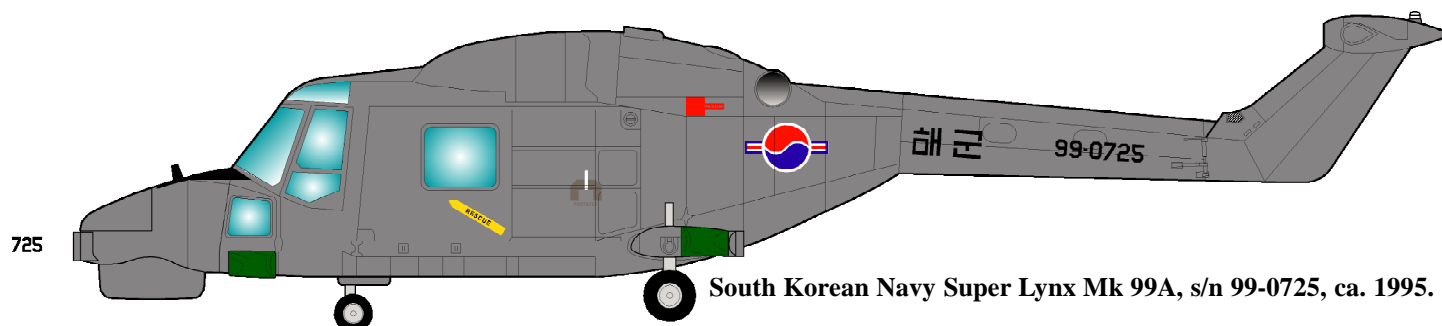


Portuguese Navy Super Lynx Mk 95, s/n 19202, ca. 1995.

The Lynx Mk 95 is similar to the HAS. Mk 8 with a simple upper nose fairing instead of the RN Sea Owl. Although they have the later style gear pylons, the Orange Reaper RWR equipment is not fitted. Five new-build a/c are being delivered (s/n 19201-19205). These aircraft are operated by the Naval Helicopter Squadron in support of the fleet in an anti-submarine role. They are fitted with the AN/AQS-18(V) dipping sonar.

Paint scheme is overall Light Sea Grey (FS 36440). 600mm roundels on fuselage sides. MARINHA and Serials (1090X) are 200mm white on sides of tailboom, with serials aft. Below the cockpit doors is a white disc with the Navy fouled anchor logo. The rotor warning placard is red only. The tail carries the Portuguese flash (red to right of green on both sides). Flotation bags are green. Wire antenna ABC, blade antenna D.

Ref: World Airpower Journal Volume 40, Aviacao Naval website, photos by Rui Ferriera.



South Korean Navy Super Lynx Mk 99A, s/n 99-0725, ca. 1995.

The Lynx Mk 99A is similar to the HAS. Mk 8 with a simple upper nose fairing instead of the RN Sea Owl. Although they have the later style gear pylons, the Orange Reaper RWR equipment is not fitted. Twelve a/c were delivered (s/n 0701-0713) in 1991; a further 13 (-0726) in mid-90s. Paint scheme is overall Medium Sea Grey. 400mm roundels on fuselage sides. Korean Navy name and serials in black. The a/c number is repeated on the lower nose. Flotation bags are green. Wire antenna ABC, blade antenna D.

Ref: World Airpower Journal Volume 40