

An unparalleled opportunity to purchase a 3 HARRIER AIRCRAFT PACKAGE



Pictured Above, N94422

Looking for a once in a lifetime opportunity? What is better for the pilot who has it all but to own the World's Only Civilian Certified and Flying "Jump Jet" Harrier? In addition, the owner is also including TWO additional Harriers! One TMK-8 dual controlled Harrier that is undergoing inspection for certification and a GR-3 Harrier that is very complete and would be an excellent source for spares or static display. Interested? Continue reading to find out more about this amazing opportunity to own one of the most in demand aircraft for airshow acts in the United States!

Ready for that unmistakable engine ROAR?

SEA HARRIER FA-2

N94422 S/N ZX-439



Photo: Dave Bren

The world's first and only privately-owned and flown Harrier of any kind. It is extremely rare. Of the more than 45 different Harrier variants, there were only 76 Sea Harriers built. This one is the oldest surviving Sea Harrier and the second one to roll off the assembly line.



Pictured Above, N94422 Landing and Taking Off on Ark Royal in 1990.

SEA HARRIER FA-2 SPECIFICATIONS

N94422 s/n XZ-439

The world's first and only privately-owned and flown Harrier of any kind.

The aircraft has been a star attraction at airshows across North America for 13 years flying almost 200 hours.

TOTAL TIME: 1324 Hours TTSNEW

ENGINE: Rolls Royce Pegasus MK 104 #9233
513 Hours Since Overhaul

AVIONICS:

Garmin GNC-420W GPS/Comm

ARC-182 Military #2 Comm for both UHF and VHF communication

P.S. Engineering PM-1200 Intercom (for ground crew coordination)

Garmin GTX-320 Transponder

Ameri-king Encoder

EQUIPMENT:

Dual Concorde RG batteries

Gas Turbine Starter

Stencil ejection seat

MISCELLANEOUS:

The Aircraft operates under an FAA FSDO approved Master Maintenance program.

The aircraft has an extensive set of manuals (both print and digital), military logs, mod sheets and component records

N94422 HISTORY

Built by Hawker-Siddley, build number 912002, as a Fighter / Reconnaissance / Strike (FRS.1) naval fighter aircraft.
The second Sea Harrier built, XZ 439 is the oldest surviving Sea Harrier.

- First flight March 30, 1979
- Delivered to the Royal Navy May 10, 1979
- Used as a test aircraft and the first to takeoff from a Ski Jump at sea, October 30, 1980.
- Converted from a FRS.1 to FRS.2 as a midlife trials aircraft September 19, 1988. Conversion included a new longer and larger nose to accommodate the BLUE VIXEN radar upgrade, lengthening the rear fuselage approximately 18 inches for additional avionics and weapons systems upgrades. The cockpit was modified to incorporate two, multi-function displays.
- First flight as FRS.2 on March 8, 1989
- Received BLUE VIXEN Radar modification May 24, 1990
- First to fire Advanced, Medium Range, Air-to-Air Missile (AMRAAM), AIM-120
- Designator changed from FRS.2 to FA.2 (Fighter Attack) in May, 1994
- Retired from the Royal Navy on December 11, 2004.
- Sold as surplus and subsequently purchased by Art Nalls, September, 2005
- Shipped to the United States early 2006 for its new home base in Georgetown, Delaware
- Shipped later in 2006 to St. Mary's County, Maryland for maintenance and refit as civilian Harrier, and first flights.
- Granted first US Civilian registration of a Harrier as N94422.
- First flight 2008

Sea Harriers in the Falklands

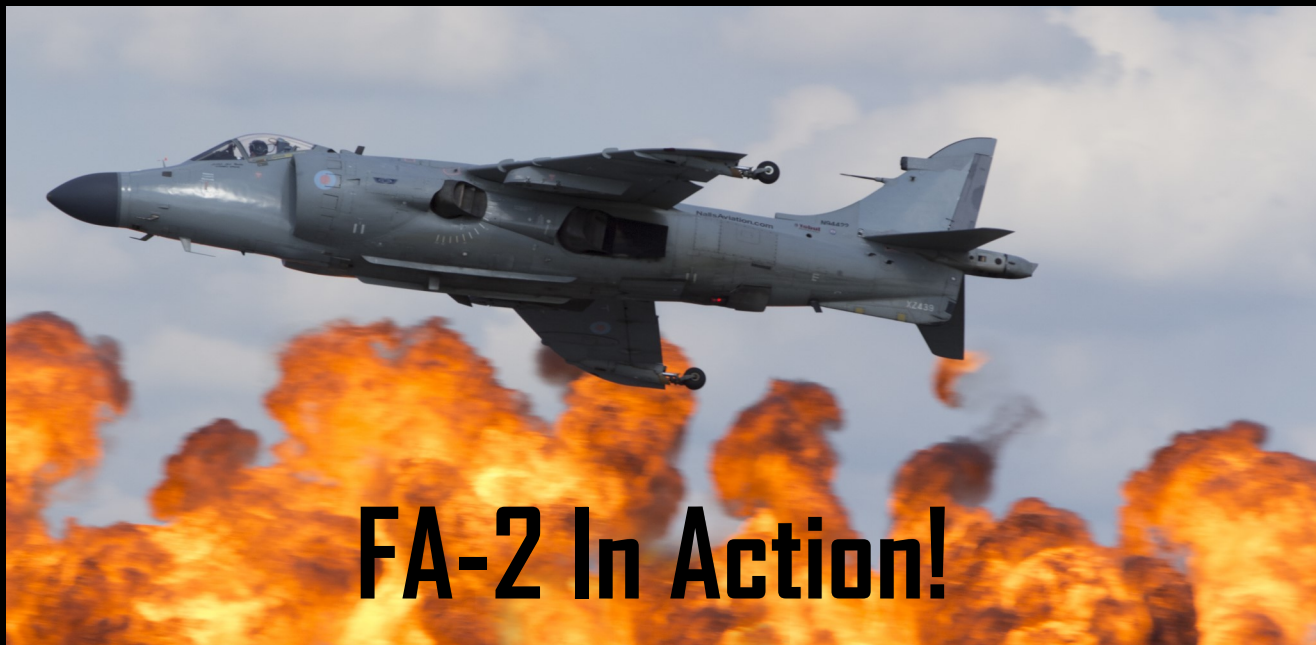
In 1982, Argentinian forces invaded British-owned islands off the coast of Argentina. Britain responded with force, by sending men, ships and aircraft over 8,000 miles. The force included 28 Harriers, both the ground attack GR-3, and the Royal Navy fighter, the Sea Harrier. In aerial combat, Sea Harriers downed 21 Argentine aircraft, without a single air-to-air loss of their own. The Argentines nicknamed the Sea Harrier, "Morta Negro," meaning "black death."

The Argentines relinquished any claim to the islands and they remain under UK control.

FA-2 SPECIFICATIONS

Certification:	Experimental / Exhibition
Length:	46 feet 5 inches
Wingspan:	26 feet 3 inches
Height:	11 feet 10 inches
Maximum Gross Weight:	26,200 lbs.
Empty Weight:	13,400 lbs.
Fuel Capacity:	653 gallons internal
Seats:	1 pilot
Powerplant:	1 - Rolls Royce "Pegasus" Mk 104
Thrust:	21,600 lbs static, sea level, std day
Cruise speed (in the civilian world!)	Approx. 360-380 knots @ 17,500 ft
Fuel consumption in cruise:	Approx 1. 8 gallons / mile
Fuel consumption in hover:	Approx 1 gallon every 2 seconds
Max rate of climb:	50,000 feet per minute

Are you ready for that vertical take-off and landing yet?



FA-2 In Action!



Enthusiasts from around the world have come to see this aircraft perform.

SEA HARRIER TMK-8

DUAL SEAT, DUAL CONTROLLED



File Photo: Jamie Hunter

A very rare aircraft. Only 46 of the first-generation Harrier trainers were ever built. None are flying today. This is the only one in private hands that is anywhere near capable of flight and is undergoing inspection for completion.

The airplane was is virtually complete, with spares. The cockpits are pristine. The front cockpit is virtually identical to the single-seat Sea Harrier, as this was the Sea Harrier trainer. There are many possible uses for this aircraft including: airshows, training, flight experiences, military contract work, advertising and promotional work.

HARRIER ZD 993 SPECIFICATIONS

TMK-8 Two Seat, Dual Control Harrier

Probably the only opportunity in the world to have a civilian Harrier Trainer

Only 46 two seat trainers were ever built

TOTAL TIME:

2534 Hours TTSNEW

8048 Landings

ENGINE:

Rolls Royce Pegasus MK 103

566 Hours Since Overhaul

EQUIPMENT:

Original stock condition

Excellent canopies

New Tires

Excellent records

FLIGHT STATUS:

Last flight March 2006

Nearing completion of extensive assembly and return to service inspection per NALLS Aviation FAA approved Maintenance program.



Above: TMK-8 when initially purchased

TMK-8 Today- Near Certification!



GR-3 Harrier



Included with this outstanding package is a third Harrier.

This GR-3 Harrier is a very complete aircraft. It is an excellent source for spare parts or to use for static display.

But wait... there's more!

In addition to the three aircraft, the package also includes:
Spares, Support Equipment, Engines, Manuals, Rotables, and a Travel Support
Kit. The Owner will also provide his knowledge gained from 13 years of
successful airshow performances in the civilian airshow world!



SPARES & SUPPORT PACKAGE

The owner has operated Sea Harrier FA-2 for 13 years in airshows across North America. These spares and support items have been an integral part of a dependable airshow team. The listings below are intended to an introduction to what is included in the package. The quantities, condition and completeness of the package not guaranteed.

SUPPORT EQUIPMENT

Tow bars
Static Ejection seat trainer
Engine sling
Universal Sling for lifting complete aircraft or parts thereof
Jacks and trestles
Manuals- both paper and electronic
Special hardware
Rigging tools
90 KVA power cart
Hydraulic mule
Jack pads
Gas turbine starter test stands
Seat Stand
Boarding ladders
Trim test box
Special shock equipped engine stands

SPARES- BASIC LIST

Wheels
Brake assemblies
Tires both- ready to go and cores for recapping
Ejection Seats and parts
Pumps
Hydraulic components, parts and seals
Landing gear- main and nose
Gun chutes
Several Gas Turbine Starters and parts
Engines- some useable and some for parts
Engine nozzles

Ready For a Once In a Lifetime Opportunity?

Contact Mark Clark, President

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