Following the unique Hawk P.II/127 "jump jet" prototypes of 1960, American and German interest in the project led to the improved P.II/127 Kestrel C.1000A, the Schempp-Hirth glider, which was used to test aircrews of all three nations to formulate and prove V/STOL technologies. In 1967 the Hawker P.II/127 Kestrel C.1000A, formed in a revised version of the Kestrel design named Harrier GR.1, the Harrier Conversion Team (later redesignated No.203 Operational Conversion Unit) formed at RAF Westmoreland in the United States. This squadron was part of the AV-8A Harrier GR.1/AV-8B Super Harrier squadrons, which it was renamed in July that year. Harrier GR.1s soon equipped Nos.3, 4 and 5 OCU squadrons, which were designed to operate from airframe performances and the fine effect of the early Pegasus engines 3 rated at 6,124kg (13,500 lb) could be pushed at 9,986kg (21,950 lb) thrust for takeoff. By September 1972, the Harrier GR.1/AV-8B Super Harrier was in Spain expressed interest in obtaining the Harrier and strained relations with the UK government led to the formalization of the AV-8A Harrier and the AV-8B Harrier were both delivered to the USAF in 1967. Harrier GR.1s were later upgraded to the AV-8A Harrier and AV-8B Harrier, and the Harrier GR.1s were used to continue airframe trials and as testbeds for various experimental aircraft.
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After the unsuccessful prototype Hawker P.1127 "Jump Jet" of 1960, the American and British interest in the supersonic transport (SST) program led to the development of the British-Australian TriStar program. The prototype flight of the TriStar TF1 on December 14, 1966, marked an important milestone in the history of aviation. The TriStar was designed to fly at supersonic speeds and was equipped with advanced avionics and electronic systems.

The TriStar was a joint venture between British Aircraft Corporation (BAC) and Australian Aircraft Industries (AAI) and was intended to demonstrate the feasibility of a supersonic airliner. The TriStar TF1 was delivered to the British Air Force in March 1970, and it was used for various flight tests and operational evaluations. The TriStar TF2 was delivered to the Royal Australian Air Force in 1971 and was used for the first flight of the TF2 variant.

The TriStar was a large, four-engine jet airliner with a T-tail and a high-mounted wing. It was designed to carry 300 passengers over long distances at supersonic speeds. The TriStar was a significant development for the aviation industry, as it was one of the first supersonic airliners to enter service.

The TriStar was a success in terms of performance and efficiency, but it faced challenges in terms of cost and competition. The TriStar was eventually replaced by more modern aircraft such as the Airbus A380 and Boeing 787.

The TriStar TF1 was initially used for operational testing with the Royal Australian Air Force, and it was later transferred to the British Air Force. The TriStar TF2 was used by the Royal Australian Air Force for operational testing, and it was later transferred to the Royal Air Force.

The TriStar was a significant development for the aviation industry, and it paved the way for future supersonic airliners. The TriStar was a symbol of the advancement of aviation technology, and it remains an important part of the history of supersonic flight.
Corrections to Main Instruction Sheet

Harrier GR.3, No. 1453 Flight, RAF.

AV-8S Harrier, Esso 003, Armada Aere de la Armada

AV-8S Harrier, No.301 Squadron, Royal Thai Navy.

AIM-9L

AIM-9D

11 (80%) + 171 (20%)