

Sikorsky HO4S in Canadian Service

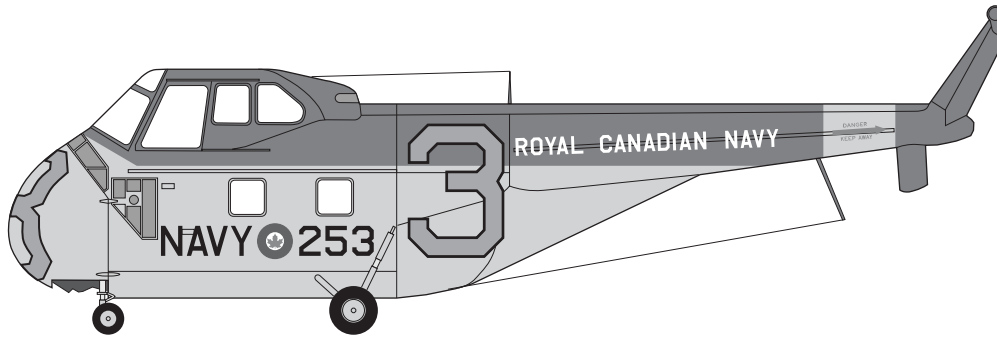
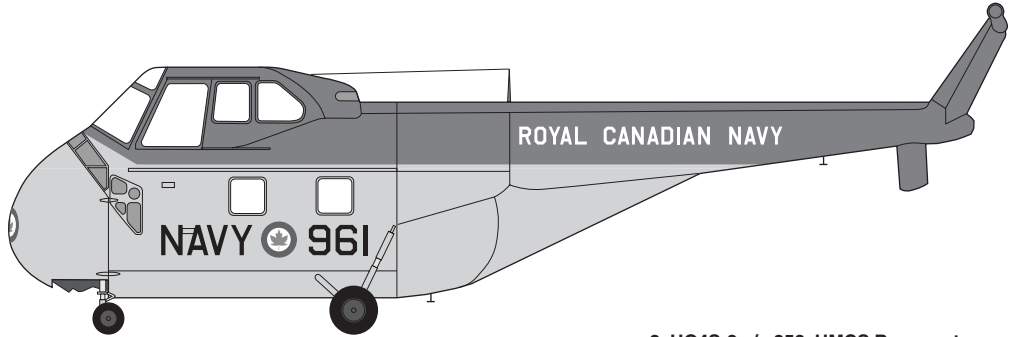
The Royal Canadian Navy received three Sikorsky HO4S-2 helicopters in 1952 for plane guard duties on HMCS Magnificent. In 1954, the RCN started experimenting with the use of helicopters in ASW. HS-50 was formed and equipped with twelve Sikorsky HO4S-3 helicopters, based at CFB Shearwater. At first operating from the carriers HMCS Magnificent and HMCS Bonaventure, later experiments on the frigate HMCS Buckingham showed that they could also operate from small ships. The HO4S was capable of carrying both a homing torpedo and a dunking sonar set, but not far ... range was very limited. They did lay the groundwork for the Sea King ASW helicopter as used from RCN destroyers, and after transferring to HU-21 for utility and SAR duties, they were retired in 1970.

Modelling the HO4S in 1/72

The Italeri H-19 / S-55 is relatively new and it is great. You can build it right from the box. Make sure you get the version with the straight tail boom.

1. HO4S-2 s/n 961, HMCS Magnificent, 1953.

Dark grey 501-102 (similar to EDSG) over light grey 501-106 (similar to Sea Grey Medium). Initially, these machines were maintained by the RCAF and this machine sported RCAF-style roundels on the sides and nose. Early HO4S variants had a smaller intake screen under the cockpit and a non-reinforced tail boom. The white ROYAL CANADIAN NAVY on the tail was parallel to the top of the boom. Wheel hubs are painted black. Main rotors are black with yellow tips; tail rotors black with 4" red (tip) /4" white /4" red / 8" white bands.



2. HO4S-3 s/n 253, HMCS Bonaventure, 1958.

Painted as in scheme 1. This machine has the RCN-style roundel (thicker blue ring, simpler leaf) on fuselage sides. Large black-bordered dayglo red numbers on the nose and rear fuselage sides. The tail boom has a reinforcing rib on either side and the white ROYAL CANADIAN NAVY is centered on the rib. There is a 36" yellow band just ahead of the stabilizers, with red warning arrow and black text. Main rotors are black with yellow tips; tail rotors are black with 6" red (tip) /6" white /6" red bands.

Belcher Bits Decal BD3: Canadian Helicopters 1/72

The Royal Canadian Navy was an early user of helicopters, both for plane guard duties and later as anti-submarine platforms. The Sikorsky Sea King has been in service many years and is overdue for replacement; the EH-101 is still the front runner in this competition, even though it has been cancelled once.

1. HO4S-2 s/n 961, HMCS Magnificent, 1953 (plane guard duties)
2. HO4S-3 s/n 253, HMCS Bonaventure, 1958 (ASW role)
3. CHSS-2 s/n 4003, HS-50, 1963 (first RCN Sea King scheme)
4. CH-12A s/n 12438, 1974 (intermediate Sea King scheme)
5. CH-124A s/n 12438, 443 Sqn, 1991 (Gulf War scheme)

The Royal Canadian Air Force and later, the Air Command of the Canadian Armed Forces have used rotary winged aircraft in a variety of roles from utility to search and rescue and tactical transport. Requirements for twin engine reliability led to the development of the Bell Twin Huey which has since proved a worldwide success. This decal sheet provides markings for the following aircraft:

6. H-5, Rescue Flight, 1954
7. H-19, 108 Comm Flt, 1955.
8. H-34, 108 Comm Flt, 1955
9. CH-136 Kiowa, 3CFFTS, 1971 (Initial training scheme)
10. CH-136 Kiowa, 3CFFTS, 1987 (Final training scheme)
11. CH-136 Kiowa, 10 TAG, 1980 (initial tactical scheme)
12. CH-136 Kiowa, 10 TAG, 1987 (final tactical scheme)
13. CH-139 Jet Ranger, 3CFFTS, 1987
14. CH-118 Iroquois, 403 Operational Training Sqn, 1970
15. CH-118 Iroquois, Base Rescue Flight, CFB Cold Lake, 1973
16. CH-118 Iroquois, Base Rescue Flight, CFB Chatham, 1980
17. CH-135 Twin Huey, SAR Flight, CFB Trenton, 1985
18. CH-135 Twin Huey, 10 TAG, 1975 (initial tactical scheme)
19. CH-135 Twin Huey, 10 TAG, 1980 (intermediate tactical scheme)
20. CH-135 Twin Huey, 10 TAG, 1987 (final tactical scheme)

Other 1/72 Belcher Bits helicopter products available:

BL1: Resin sonobuoy launchers and CPI for CH-124A, Gulf War mods (FLIR turret, ALF-37, M-130, ALQ-144) for CH-124A

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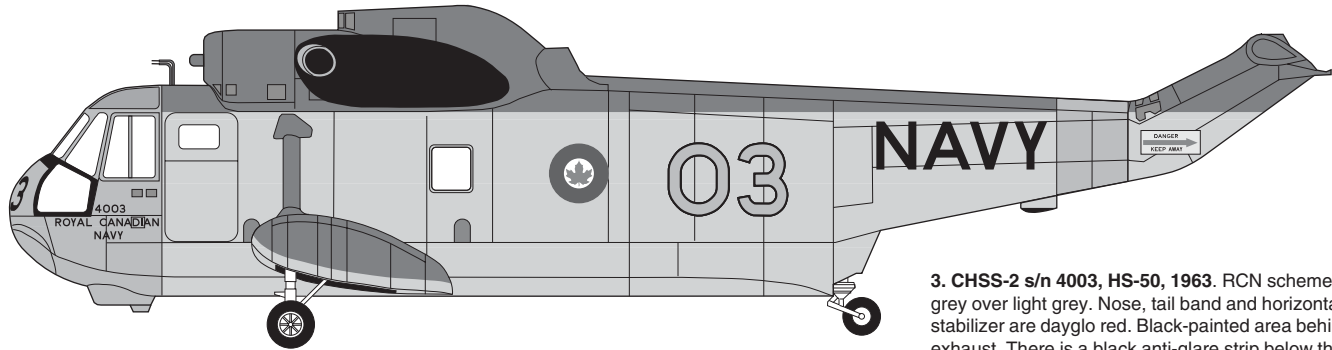
Sikorsky CH-124 Sea King in Canadian Service

In 1960, the Royal Canadian Navy decided to procure the Sikorsky HSS-2 Sea King for use in the ASW hunter-killer role, operating from flight decks on frigates and destroyers. The use of such a large machine from relatively small ships was ambitious and only made possible through the development of the 'Bear Trap', a system where the helicopter lowers a messenger line to the flight deck where the trap captures it. A haul-down system in the helicopter then winches the helo down to the deck. Finally, the trap pulls the helicopter along a track into the hangar.

The Sea King has been in Canadian service for a long time and has changed significantly over the years, both in appearance and in capability. The first four of 41 CHSS-2 purchased were identical to the USN SH-3A; the remainder, assembled from kits in Montreal, incorporated minor changes including flotation bags on the sponsons and FOD deflectors. All machines were delivered by 1964 to HS-50 of the Royal Canadian Navy, the squadron providing detachments to ships as required. With the amalgamation of the Canadian Armed Forces in 1965, Sea Kings were painted similarly to other a/c in Maritime Command like the Argus and Tracker. In 1974, HS-50 was split into HS-423 and HS-423.

In 1975, the Sea Kings were upgraded to CH-124A standard and were fitted with a dorsal radome. In 1980, a lower fuselage sonobuoy launch tube array and crash position indicator were added. In 1984, CH-124As started to be finished in a lo-vis scheme of overall medium grey, with dark grey markings. In 1990, several CH-124As were modified with a nose-mounted IR camera, ALE-37 and M-130 flare dispensers and ALQ-144 IR jammers for service in the Gulf War. Following their return, much of this equipment was removed but some retain the shelf for the IR camera.

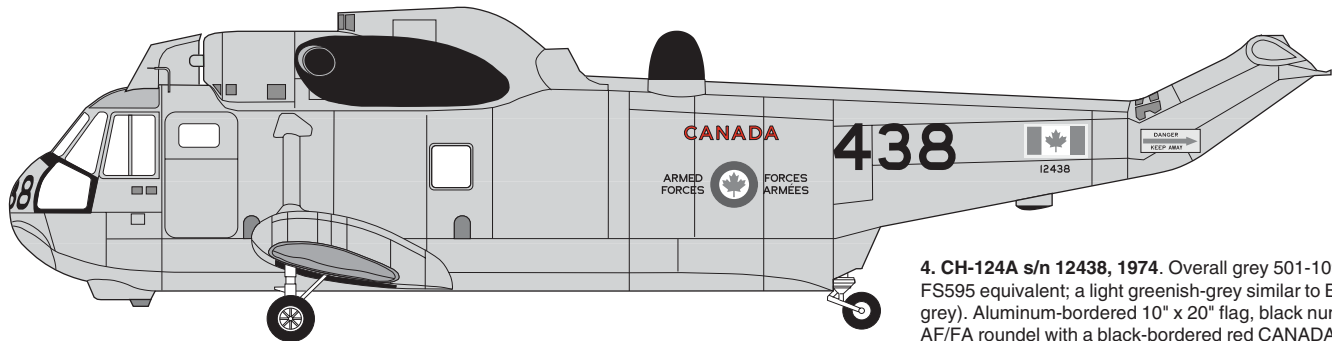
A contract to replace the aging Sea King fleet with the EH-101 was signed but later canceled in 1993 and as of 1998, no decision has been made on a replacement.



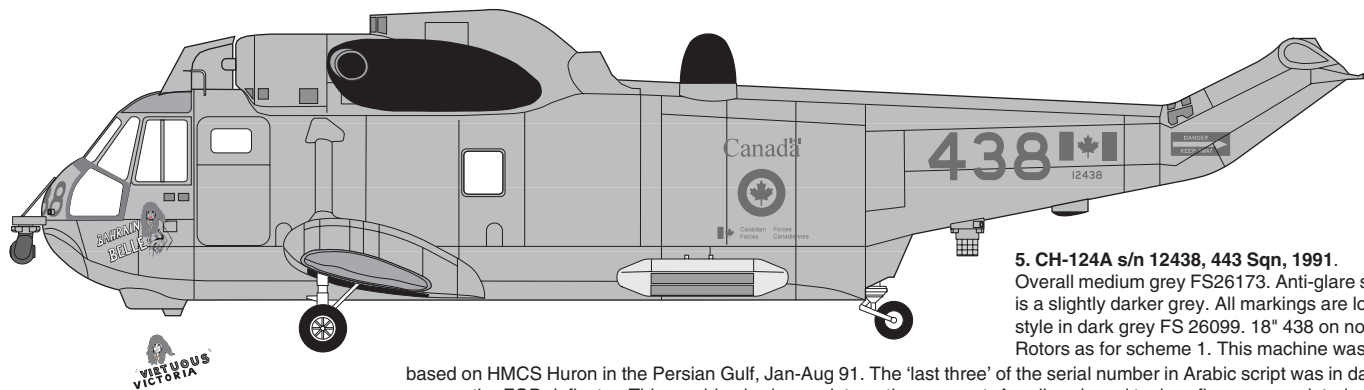
3. CHSS-2 s/n 4003, HS-50, 1963. RCN scheme of dark grey over light grey. Nose, tail band and horizontal stabilizer are dayglo red. Black-painted area behind exhaust. There is a black anti-glare strip below the windscreen and around the lower windows. Green tint on overhead glass. Nose numbers 03 are 18" black, centered between floor level and anti-glare strip. Red tail rotor warning on yellow background on tail. On the starboard side, the roundel is centered 60" behind the sponson support strut. Fueling alcoves are red. Landing gear is white. Main rotors are grey on top, black underneath with 12" yellow tips. Tail rotors are black with 6" red/ 6" white/ 6" red tips. Two pitot tubes are mounted above the cockpit, starboard side.

Modelling the CH-124 in 1/72

The best kit is the Fujimi Sea King (get the Westland Sea King variant as it provides the correct short sponsons), although the older Airfix kit can also be used. To model the later CH-124A, you will require Belcher Bits resin conversion set BL1 which provides the sonobuoy launchers and CPI. If you want to do the Gulf War machines, this set also provides all the additional equipment carried.



4. CH-124A s/n 12438, 1974. Overall grey 501-109 (no FS595 equivalent; a light greenish-grey similar to Boeing grey). Aluminum-bordered 10" x 20" flag, black numbers, AF/FA roundel with a black-bordered red CANADA above. Sponson flotation bags are medium grey. Single pitot each side of the FOD deflector. Rotors as for scheme 1.



5. CH-124A s/n 12438, 443 Sqn, 1991. Overall medium grey FS26173. Anti-glare strip is a slightly darker grey. All markings are lo-vis style in dark grey FS 26099. 18" 438 on nose. Rotors as for scheme 1. This machine was

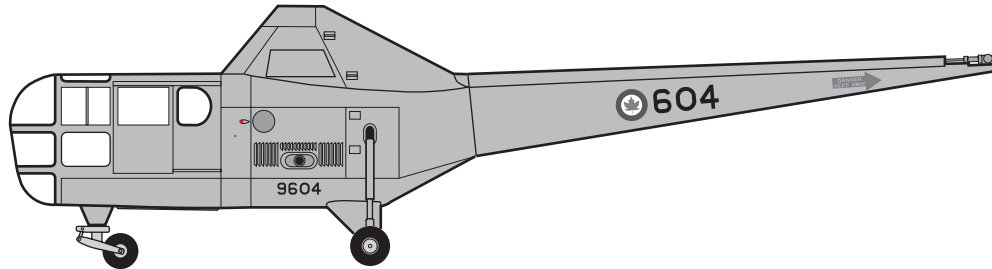
based on HMCS Huron in the Persian Gulf, Jan-Aug 91. The 'last three' of the serial number in Arabic script was in dark grey on the FOD deflector. This machine had some interesting nose art. A well-endowed topless figure was painted on the port side below the cockpit, with the legend 'BAHRAIN BELLE' in black-bordered yellow. Apparently, some complaints were made about this busty babe and the offending parts were over painted, leaving only the head and shoulders. She was re-named 'VIRTUOUS VICTORIA' (black bordered red letters). Special thanks to Capt. R. Jarvis (443 Sqn) for this information and Ken Eckert for forwarding it on.

Sikorsky H5 in Canadian Service

The Royal Canadian Air Force acquired 7 Sikorsky S51s (civil variant) in 1947, RCAF serials from 9601 to 9607 being assigned. These were the first rotary wing machines operated by the RCAF and were used for survey work and training but primarily SAR. The seven machines were based across the country, serving in the Search and Rescue Units of the RCAF from Greenwood to Cold Lake.

Modelling the H-5 in 1/72

There is a limited run injection moulded kit available from MPM. It requires a fair amount of work but can be built into a good model. It represents a USN HO3S which is externally identical to the H-5.



6. H-5 ,s/n 9604, RCAF, 1954

Throughout its long career in the RCAF, the H-5 carried only one scheme; overall yellow. Rotor blades are grey on top, black underneath with yellow tips, tail rotor blades are black with red/white/red tips. When originally delivered in 1947, the H-5 had wooden rotor blades and these were later replaced by metal main rotor blades. However, even early photos indicate a two bladed tail rotor. Reference: RT Vol 13. No.2.

Sikorsky H-19 and H-34 in Canadian Service

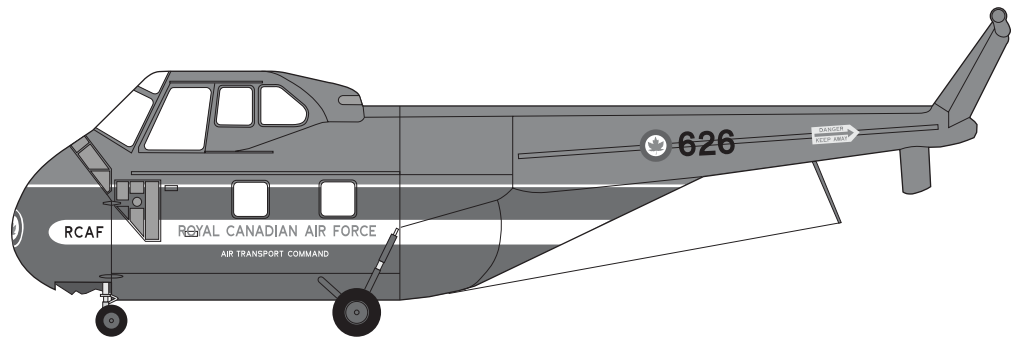
Construction on the Mid-Canada Line, a series of early warning radar sites along the 55th parallel, started in 1954. The RCAF Air Transport Command was responsible for logistic support and because of the rugged and isolated nature of the terrain, the use of helicopters was required. No civilian operators had the capacity for a job of this size and so 108 Communications Flight was formed in 1954. Initially equipped with six Sikorsky H-19s, it was augmented by six Vertol H-21s drawn from SAR units (and six H-21s borrowed from the USAF) as well as an additional six new-build H-21s and six Sikorsky H-34s. In May 1955, 108 Comm Flight began work in site surveying and transporting men and materials for construction work. This continued until 1957, when 108 Comm Flight became 5 OTS responsible for training H-21 and H-34 pilots for SAR work. The Sikorsky H-19 had a short life in the RCAF, used only for work on the Mid-Canada line, after which they were sold to Okanagan Helicopters. The larger and more capable H-34s were retained for use in Base Search and Rescue flights, where they remained until replaced by the CH-118 in 1970.

Modelling the H19 and H34 in 1/72

The Italeri H-19 / S-55 is relatively new and it is great. You can build it right from the box. Make sure you get the version with the straight tail boom. The Italeri CH-34 is excellent and can be built out-of-the-box.

7. H-19, s/n 9626, 108 Comm Flight, 1955.

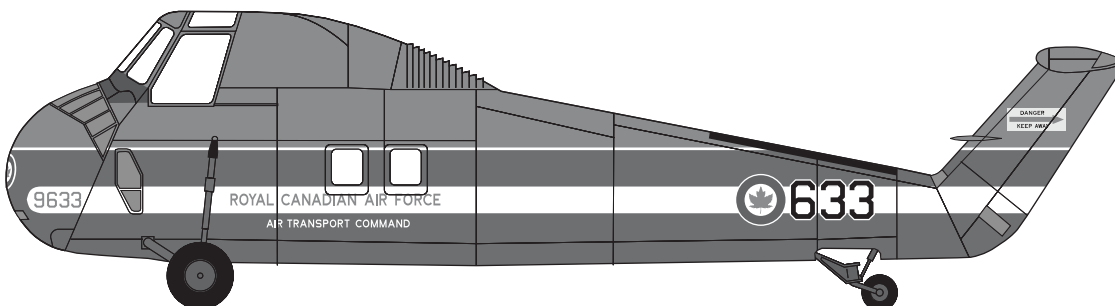
Red 509-102 (FS11310) over blue 502-103 (FS15065), separated by a 2" white cheatline. There is a 12" white band on the side, the rounded forward end stopping about 24" back from the nose centreline. On the band in red letters is ROYAL CANADIAN AIR FORCE; below the band in smaller white letters is AIR TRANSPORT COMMAND. On the starboard side, AIR is on the fuselage, the rest is on the door. On the tail boom is a roundel and '626' in black letters. The numbers are to the left of the roundel on port and starboard sides. There is a 16" RCAF roundel on the nose. The tail rotor warning arrow is yellow with red letters. Main rotors are black with yellow tips; tail rotors are black with 6" red /6" white /6" red tips.



H-19 / H-34 References
High Flight Vol.2 No. 4, DND Photos

8. H-34, s/n 9633, 108 Comm Flight, 1955.

Red 509-102 (FS 11310) over blue 502-103 (FS15065), separated by a 2" white cheatline. There is a 15" white band on the side, the rounded forward end stopping about 36" back from the nose centreline. On the band in 6" red letters is ROYAL CANADIAN AIR FORCE, with 9633 in 8" red letters at the front; below the band in smaller white letters is AIR TRANSPORT COMMAND. On the starboard side, AIR TRANSPORT is on the fuselage, COMMAND on the door. The fuselage roundel and black code letters have a white surround. There is a 16" RCAF roundel on the nose. The tail rotor warning arrow is yellow with red letters. Main rotors are black with yellow tips; tail rotors are black with 6" red /6" white /6" red tips.



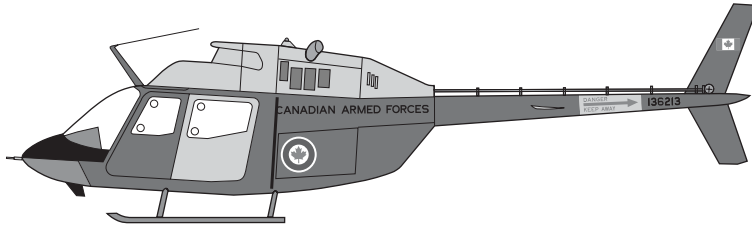
Bell Kiowa / Jet Ranger in Canadian Service

In 1971, four helicopter squadrons were formed within 10 Tactical Air Group, equipped with a mix of CH-135 Twin Hueys and CH-136 Kiowas. The CH-136 was intended to be used in the LOH (Light Observation Helicopter) role, for which the original Bell OH-4 was developed. Initially, the Kiowa was also used in a training role to provide initial rotary wing flight training. The Kiowa performed well in the LOH role but was underpowered. For highly trained tactical pilots, this lack of power was acceptable but for student pilots, a more forgiving power reserve was required and in 1978, more powerful Bell 206 JetRangers were bought and used in the training role as the CH-139. Distinguishable from a Kiowa by different doors and engine cooling screens as well as a fairing over the tail rotor gearbox, these machines are not seen in tactical schemes, although they have been used on UN missions as liaison aircraft.

In 1995, CH-136 Kiowas were phased out of service. They, along with the CH-118 and CH-135 have been replaced with a single type, the CH-146 Griffon.

Modelling the Kiowa / Jet Ranger in 1/72

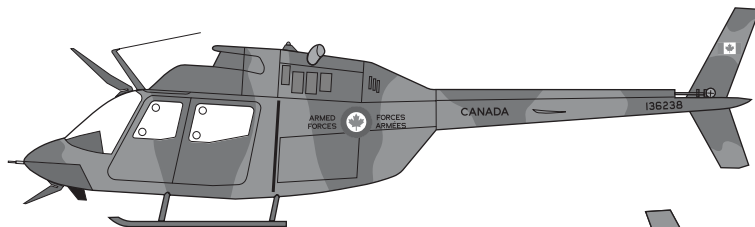
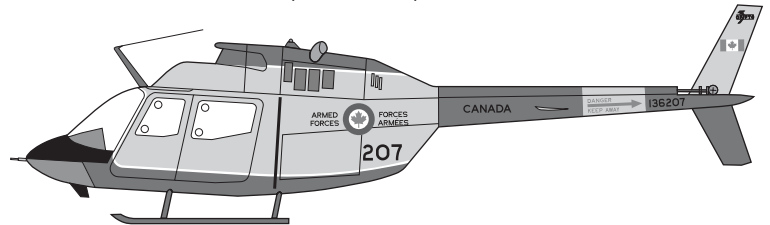
The best (and only) choice is the Italeri OH-58A. Like many recent Italeri helicopter kits, this is well detailed and accurate. There was a snap kit years ago by Monogram of a Jet Ranger but I wouldn't recommend it. Note that Jet Rangers have different doors and side windows than Kiowas, as well as different patterns of louvres on the transmission fairings. Note also that many Kiowas were seen with the tail rotor shaft covered, but the gearbox was always exposed. JetRanger gearboxes are enclosed in an enlarged fairing.



9. CH-136 Kiowa s/n 136213 ca. 1971: Initial training scheme of overall green 503-102 (FS14097) with yellow 505-101 (FS13538) rear doors, engine cowling, stabilizers and 33" tail rotor band. Landing skids, struts and antennas are black. Roundel has a white surround and is repeated on aircraft bottom in line with the front doors. CANADIAN ARMED FORCES is in black on the port side, FORCES ARMEES CANADIENNES is on the starboard. The upper nose is black with 4" white 213 at the front, while the s/n 136213 is in 4" black letters on each side of the tailboom behind the rotor warning band. Canadian flag on both sides of the fin. Main rotors are light grey on top, black below with 6" yellow tips. Tail rotors are red with a 6" wide white stripe, 6" in from tip.

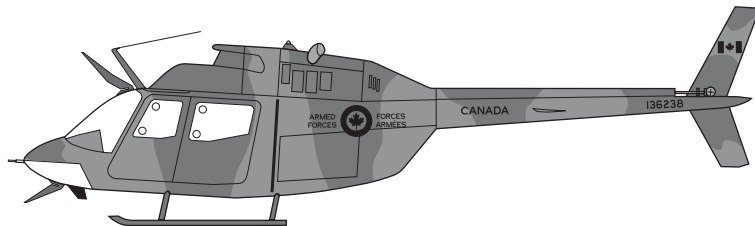
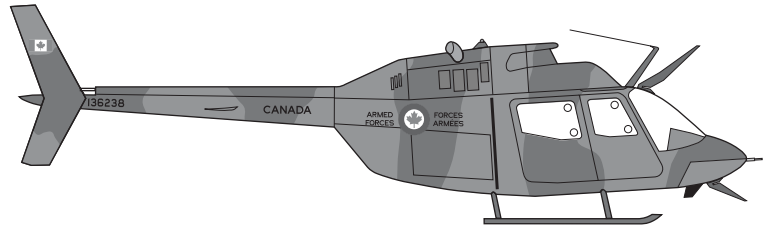
10. CH-136 Kiowa s/n 136207 3CFFTS ca. 1980: Final training scheme; same colours as above but yellow areas expanded and bordered top and bottom by a thin white cheatline (use the stripes included on the sheet). AF/FA roundel on both sides as well as 207 in 8" black letters. The word CANADA is in 4" black letters on the tailboom. Note the 3CFFTS logo at the top of the tail.

All machines have a very dark grey non-skid area between the top of the rear doors and the side of the upper pylon. Overhead pilot windows are tinted green. Fuel filler cap on the starboard side is red. Interior is light grey. Kiowas are often seen with the forward doors removed.



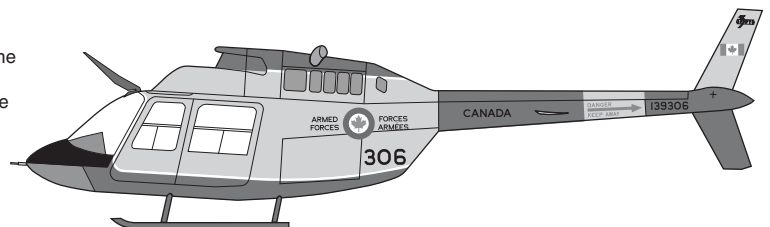
11. CH-136 Kiowa s/n 136238 10TAG ca. 1980: Initial tactical scheme of grey 501-302 (FS36099) and green 503-301 (FS34064) camo overall. AF/FA roundel on both sides, 238 in 4" black letters on nose, CANADA in 4" black letters on each side. There is an additional roundel (w/o bordering AF/FA) on the bottom in line with the front doors. Note the black cable cutters fitted on the windscreen brace and lower nose ... a Canadian invention!

Note: Darker shade is green 503-301



12. CH-136 Kiowa s/n 136238, 10TAG ca. 1987: The same aircraft seven years later in the final tactical scheme. The camo layout is identical, but the grey is replaced with green FS34095. These are both low IR paints and very flat. All markings are now low-vis black, positioned as in the earlier scheme.

13. CH-139 Jet Ranger s/n 139305, 3CFFTS ca. 1987: Very similar to scheme 4. Note the cover over the tail rotor shaft and gearbox, different doors and other minor details. One point to note is that most training helicopters have the lower cable cutter removed to prevent damage due to hard landings.



CH-136 / CH-139 References

IPMS Canada RT Vol 7 No. 4, *Canada's Air Force Today* by Larry Milbery, *Sixty Years* by Larry Milberry, *Airforce* January 1996, DND photos.

Bell Iroquois in Canadian Service

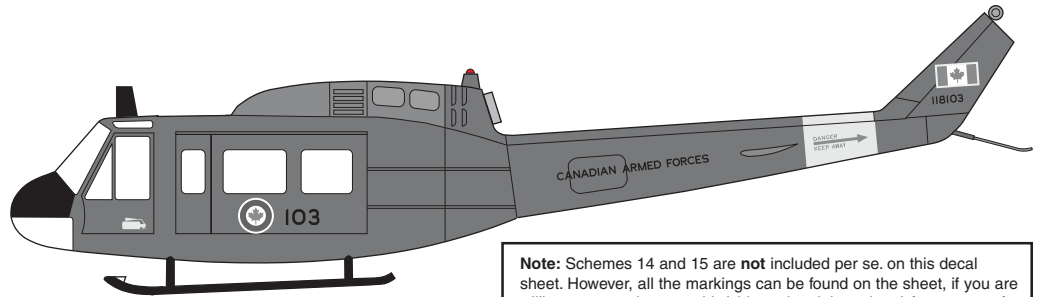
In 1968, 403 OTS equipped with ten CH-118 Iroquois (identical to UH-1H) for training. When CH-136 Kiowas became available for training, the CH-118s were re-deployed for use in Base search and rescue flights, replacing the aging Sikorsky H-34. Single engined Hueys continued in this role until 1995 when they were replaced with the CH-146 Griffon (similar to the Bell 412).

Modelling the CH-118 in 1/72

Fujimi issued a UH-1D kit in 1/72 and it has since been re-issued under the Revell Germany label. It is very well done and looks great straight from the box. The interior could use some detailing.

14. CH-118 Iroquois s/n 118103 ca. 1970.

Initial training scheme of overall green 503-102 (FS 14097) with red 509-102 (FS11310) engine cowling and stabilizers and 36" yellow 505-101 (FS13538) band on tailboom, with red arrow and warning text.. Roundel has a white surround and is repeated on aircraft bottom just behind the nose windows. CANADIAN ARMED FORCES is in 4" black letters on the port side, FORCES ARMEES CANADIENNES starboard. 10" x 20" Canadian flag with aluminum border on both sides of the fin, with s/n in 4" black letters below (both these are parallel to the ground). The yellow fire extinguisher symbol is on the port pilot's door. Main rotors are green FS34079 with 6" yellow tips; tail rotors are black with 6" yellow tips.



Note: Schemes 14 and 15 are **not** included per se. on this decal sheet. However, all the markings can be found on the sheet, if you are willing to cut and paste a bit (side and serial numbers) from some of the other schemes.

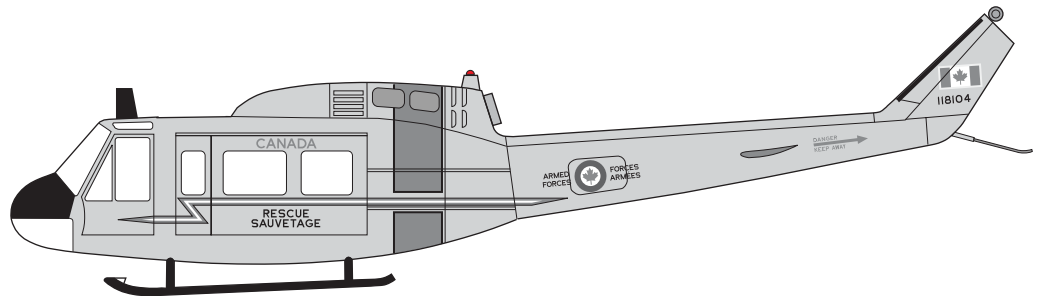


15. CH-118 Iroquois s/n 118102, Base Rescue Flight, CFB Cold Lake, 1973.

Initial scheme of white with red nose and bands, bordered in blue lines (use the strips on the decal sheet). Red stabilizers. AF/FA roundel on both sides of the tailboom. CANADA in 4" black letters above and RESCUE in 8" red letters below the windows on the door. The yellow fire extinguisher symbol is on the starboard pilot's door. Flag and s/n are as for scheme 8, COLD LAKE flash at the top of the tail fin parallel to the flag. Tail rotors now are black with 6" red / 6" white / 6" red tips.

16. CH-118 Iroquois s/n 118104, Base Rescue Flight, CFB Chatham, 1980.

Final scheme of yellow 505-101 (FS13538) with red band, bordered in black lines. Outer 10" of stabilizers are red. Black-bordered red and white cheat line. AF/FA roundel on both sides of the tailboom. CANADA in 4" black letters above and RESCUE in 8" red letters below the windows on the door. Black fire extinguisher symbol is on the starboard pilot's door. Flag and s/n are as for scheme 8.



Bell Twin Huey in Canadian Service

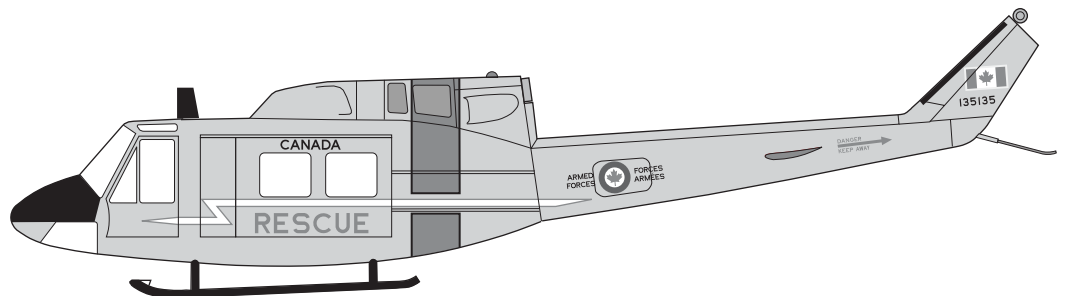
Canada liked the UH-1H but wanted the reliability of two engines for operation in remote areas or over water and placed an order with Bell for 50 machines to be fitted with the P&W PT-6T3 Twin Pack. Bell developed the 212 and later sold many to the US military as the UH-1N. Delivered as the CH-135 in 1971, these machines serve as tactical transports in 10 TAG and in SAR roles involving remote or over water flights. As with the CH-118, these have been replaced by the CH-146 Griffon.

Modelling the Twin Huey in 1/72

Fujimi and Italeri have both produced UH-1Ns...the Italeri one is newer and nicer. It is based on the similar (and also very nice) CH-146 Griffon, with a different engine housing and rotor system.

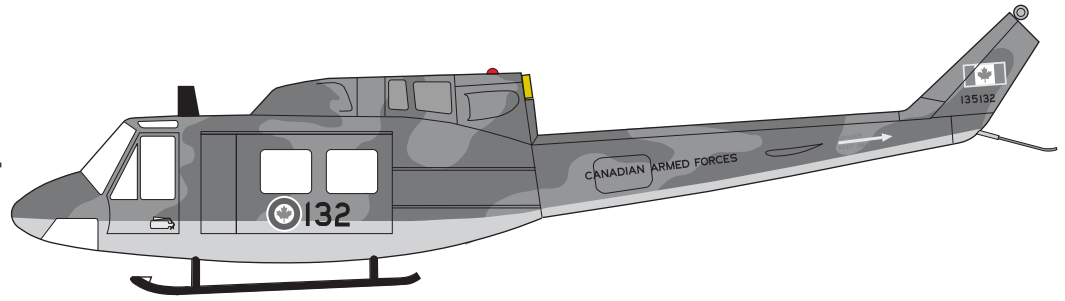
17. CH-135 Twin Huey s/n 135135, SAR flight, CFB Trenton, 1985.

Yellow 505-101 (FS13538) with red band, bordered in black lines. Outer 10" of stabilizers are red. Red bordered white cheatline. AF/FA roundel on both sides of the tailboom. CANADA in 4" black letters above and RESCUE in 8" red letters below the windows on the door. Black fire extinguisher symbol is on the starboard pilot's door. Flag and s/n are as for scheme 8. Cable cutters fitted on the windscreen brace and lower nose, colour black.

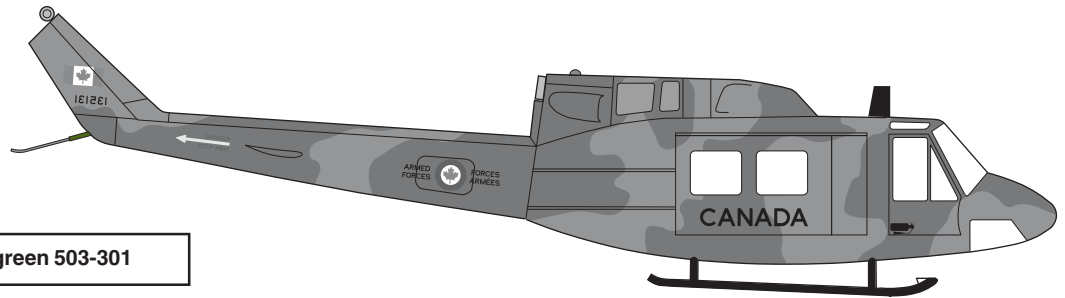


18. CH-135 Twin Huey s/n 135132, 10 TAG, 1975

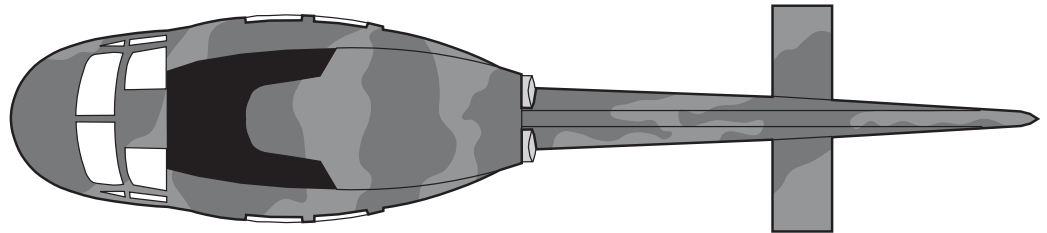
Initial tactical scheme of grey 501-302 (FS36099) and green 503-301 (FS34064) over light grey 101-327 (FS36270). Upper surface camo pattern is as shown below. Markings are similar to those for the scheme 1 of CH-118. 16" roundel with white surround and last three of the s/n in 12" black letters on doors. The numbers 132 in 4" black letters are repeated on the nose, just below the colour separation line. Main rotor is green FS34079 top and bottom with 6" yellow tips, tail rotor is black with 6" red / 6" white / 6" red tips. This scheme was quickly replaced by scheme 19 below.



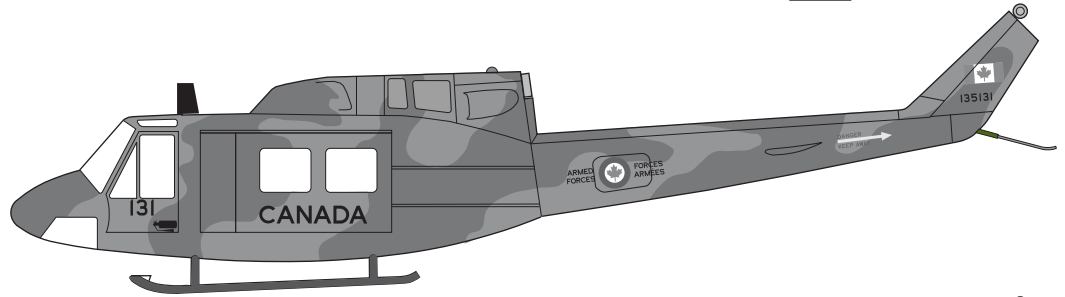
Note: Scheme 18 is illustrated in order to show the progression of markings for the type. Most of the markings for scheme 18 are on the sheet, although some cut and paste will be required for the serial numbers. Unfortunately, the side numbers (132) are **NOT** included...there's not enough room for everything!



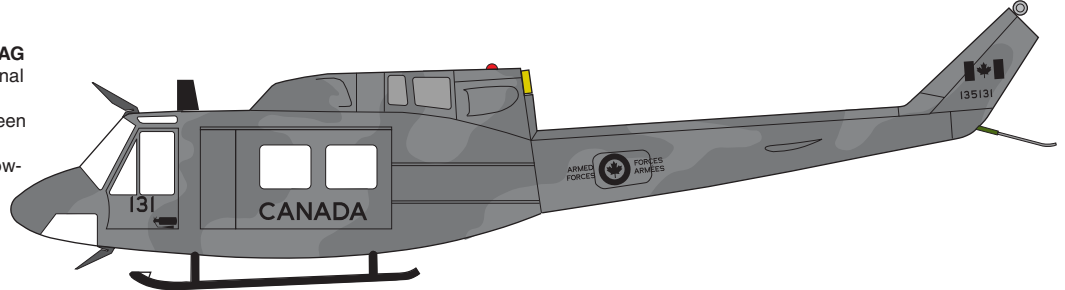
Note: The darker shade is green 503-301



19. CH-135 Twin Huey s/n 135131, 10 TAG, 1980: Intermediate tactical scheme of grey 501-302 and green 503-301 camo overall. AF/FA roundel on both sides of tailboom, yellow warning arrow with red letters. CANADA in 8" black letters on each door.



20. CH-135 Twin Huey s/n 135131, 10 TAG ca. 1987: The same aircraft later, in the final tactical scheme. The camo layout is identical, but the grey is replaced with green FS34095; both colours are low IR paints and are **very** flat. All markings are now low-vis black, positioned as in the previous scheme. Cable cutters fitted on the windscreen brace and lower nose.



CH-118 / CH-135 References

IPMS Canada RT Vol 7 No. 5/6, Vol 22 No. 5, **Canada's Air Force Today** by Larry Milberry, **UH-1 Huey in Colour** by Wayne Mutza.

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