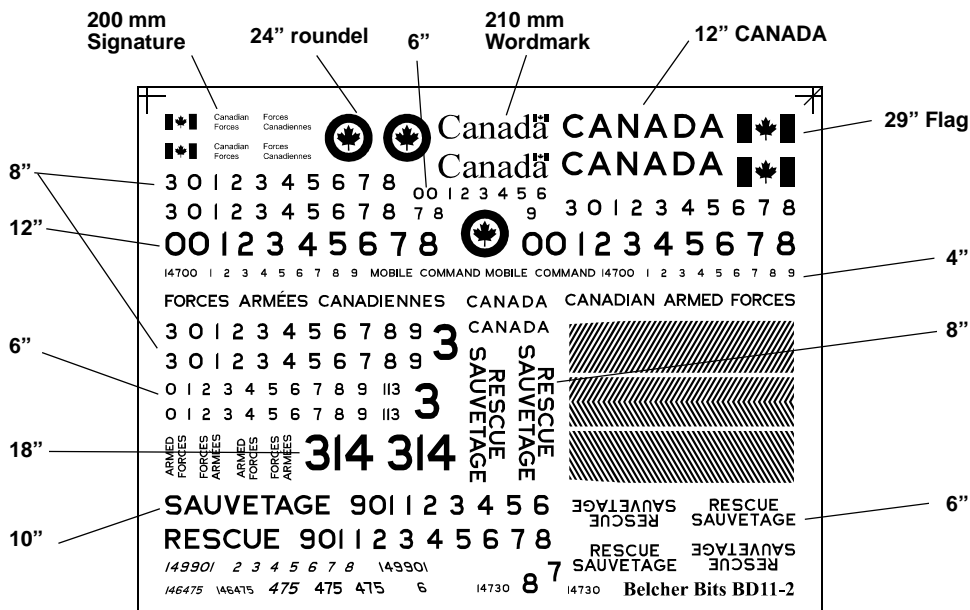
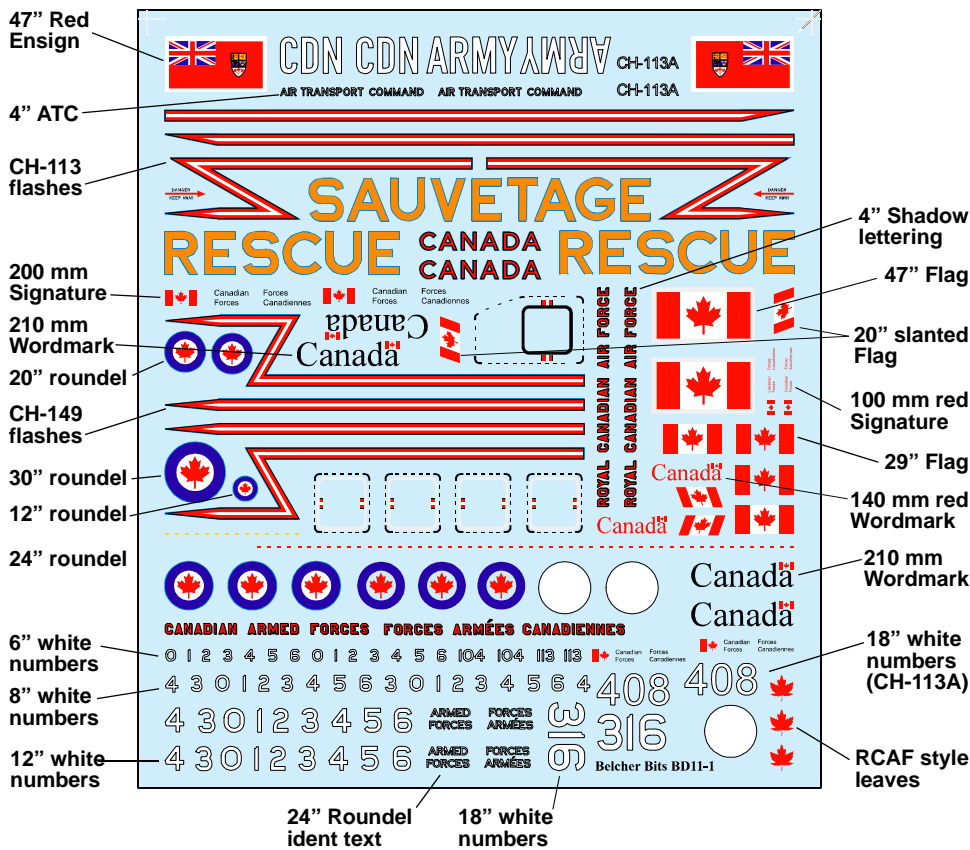


Belcher Bits Decal BD-11: SAR / Transport Helicopters 1/72

The CH-113 Labrador / Voyageur had a long and varied service in the Canadian Armed Forces. Six CH-113 Labradors were purchased for the Search and Rescue role in 1962, initially operating out of CFBs Trenton, Greenwood and Comox. These machines had large cylindrical sponsons and were amphibious. In 1964, twelve similar CH-113A Voyageurs were obtained for the transport role; these machines had a tail-mounted APU and smaller sponsons. When replaced by the Chinook, they were diverted to the SAR role and eventually re-built to the same standard through the SARCUP program (although keen observers can still tell the origin of either type). These machines were replaced in service by the CH-149 Cormorant starting in 2002.

After an inauspicious start in 1975 (the first machine had a fatal crash on its delivery flight to Canada) seven CH-147 Chinooks were delivered to replace the CH-113A Voyageur in the transport helicopter role with 450 (later 447) Squadron. They were retired in 1991 as a cost-cutting measure and sold to the Dutch in 1992, leaving Canada without a heavy lift helicopter. This became painfully apparent in Afghanistan and after leasing Russian helicopters and borrowing USAF CH-47s, the CAF decided to purchase new build CH-47Gs. In 2013, the first of 8 CH-147 (yes, the same designation as the old machines) was taken into service.

This decal sheet allows the modeller to build a CH-147 in any of the operational schemes in which it served including the current scheme, any CH-113 (Labrador and Voyageur) from 1962 to when the type was retired. In addition, it also includes complete markings for the CH-149 Cormorant and the special markings for Base Flight SAR CH-146 Griffon (to be used in conjunction with decal set BD3).



33 Norway Spruce St, Stittsville, ON, Canada, K2S 1P3
 Phone: 813-836-6575, Email: info@belcherbits.com
 Web: www.belcherbits.com

CH-113 in Service

The CH-113 Labrador / Voyageur had a long and varied history. Six CH-113 Labradors were purchased for the Search and Rescue role in 1962, initially operating out of CFBs Trenton, Greenwood and Comox. These machines had large cylindrical sponsons and were amphibious. In 1964, twelve similar CH-113A Voyageurs were obtained for the transport role; these machines had a tail-mounted APU and smaller sponsons. When replaced by the Chinook, they were diverted to the SAR role and eventually re-built to the same standard through the SARCUP program (although keen observers can still tell the origin of either type). These machines will be replaced in service by the EH Industries Cormorant starting in 2002.

This decal sheet allows the modeller to build any CH-113 (Labrador and Voyageur) in which it served. Although Airfix made a kit of this aircraft, the Hobbycraft or Fujimi releases are recommended as the best starting point.; all will require mods to depict the APU tail added to these machines after delivery.

References:

1. Canadian Armed Forces Finish and Markings 1968 - 2004 by Patrick Martin, 2004

2. IPMS Canada RT Vol 25 No. 2 and No.4/5

3. CH-113 walkaround photos on www.aircraftresourcecenter.com

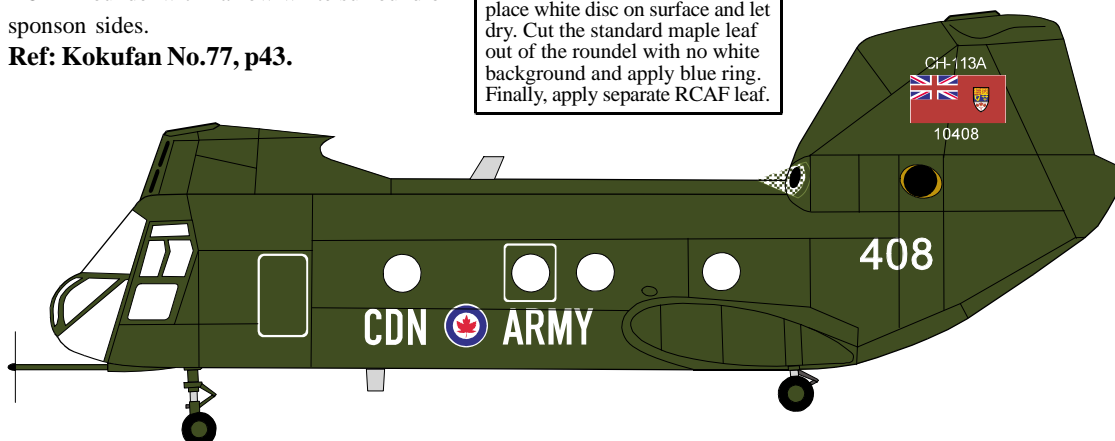
1. CH-113 s/n 10403, ca. 1964

Delivery scheme. White over blue 502-103 (FS 15065) with rotor pylons red 509-102 (FS 11310). Black painted exhaust stain area. Fuselage flash is 6" red/white/red with thin black border. ROYAL CANADIAN AIR FORCE is 4" red letters with black borders and shadows. Last three of s/n is 12" white numbers on rear fuselage, 8" white under doors. RESCUE in 21" Day-glo Red on both sides. Red Ensign on tail is 47", below is s/n in 6" white numbers. 24" RCAF Roundel with narrow white surround on sponson sides.

Ref: Kokufan No.77, p43.



To make early RCAF roundel, place white disc on surface and let dry. Cut the standard maple leaf out of the roundel with no white background and apply blue ring. Finally, apply separate RCAF leaf.



2. CH-113A s/n 10408, No.1 HTP, 1965

Delivery scheme for the Army, No.1 Helicopter Transport Platoon. Overall Green 503-120 (FS 14079). Numbers and lettering are white. Last 3 of serial number in 18" numbers on aft fuselage, 47" Red Ensign flag on tail, 6" CH-113A above, 6" serial number below. 24" CDN and ARMY flanks 24" RCAF style roundel with thin white surround. The font for these letters is NOT standard RCAF style. No black painted exhaust stain area.

Ref: IPMS/Canada Colour Guide

3. CH-113 s/n 11301, Gander ca. 1977

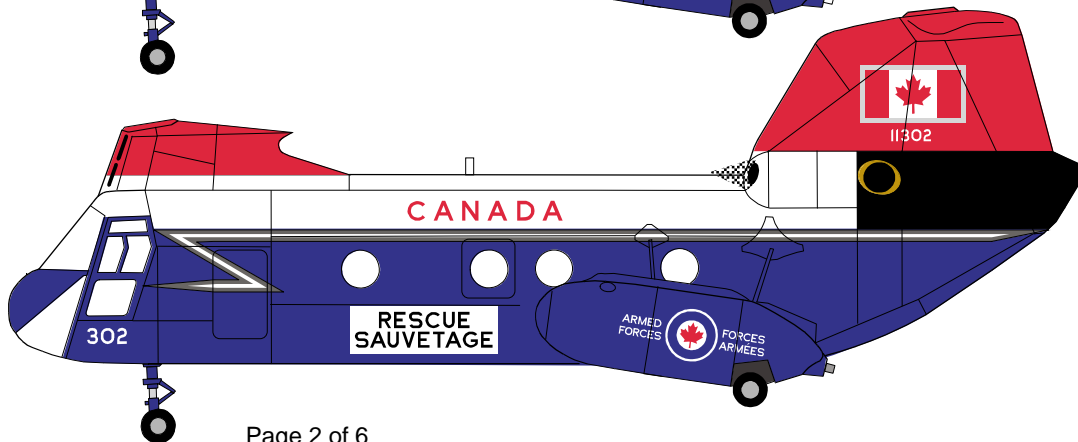
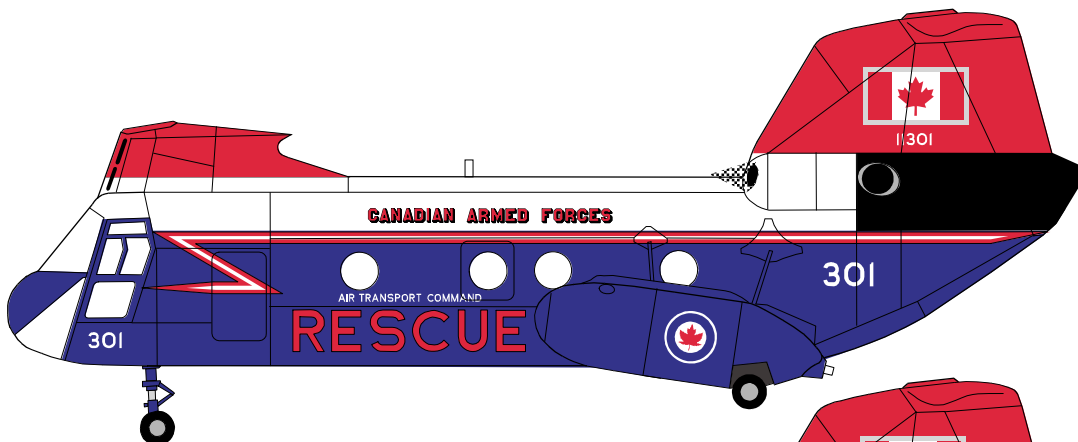
As delivery scheme, but with new Canadian flag introduced in 1965, and CANADIAN ARMED FORCES (port side) FORCES ARMEES CANADIENNES (stbd) introduced ca. 1968 with the amalgamation of the forces. However, this machine still wears RCAF roundels. Note the 4" white AIR TRANSPORT COMMAND. By this time, the Labradors had been upgraded with tail-mounted APUs. Specs state for this period RESCUE on port side, SAUVETAGE starboard.

Ref: Seek and Save p.108

4. CH-113 s/n 11302, AETE, 1980

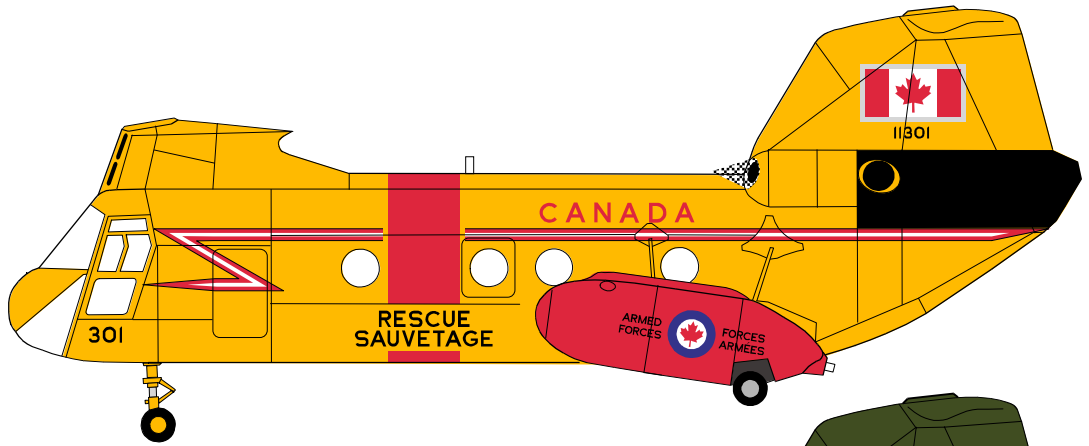
ICAO rules state that aircraft cannot be marked differently on either side, so Canadian bilingual markings changed around 1973. CAF / FAC was replaced by CANADA in 8" red letters both sides. Large red RESCUE was replaced by RESCUE - SAUVETAGE in 8" black letters on white placard. The roundel on the sponson is now a Roundel - Ident with white letters. The rear last 3 has been removed

Ref: DND Photo AEC80-38-1



5. CH-113 s/n 11301, Gander ca. 1982

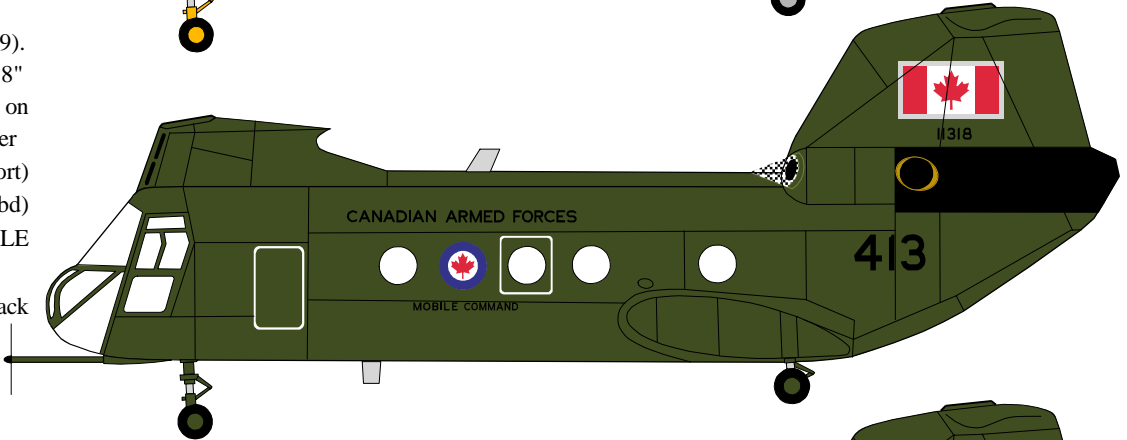
Overall yellow 505-101 (FS 13538) with red fuselage band and sponsons. CANADA on fuselage sides moved back to clear red band. Roundel-Ident now has black letters, no white surround to roundel. Nose last 3 is now black. Ref: RT DND Photo GAC 82-694



6. CH-113A s/n 10413, CFB Namao, 1971

First Voyager scheme in post-unification markings. Overall Green 503-120 (FS 14079). Numbers and lettering are black. Last 3 in 18" numbers on aft fuselage, 6" on nose. 47" flag on tail c/w aluminum surround, 4" serial number below. CANADIAN ARMED FORCES (port) / FORCES ARMEES CANADIENNES (stbd) in black 6" letters above 24" roundel, MOBILE COMMAND in 4" black letters below. Additional 24" roundel below about 12 feet back from nose. Black painted exhaust stain area behind exhaust.

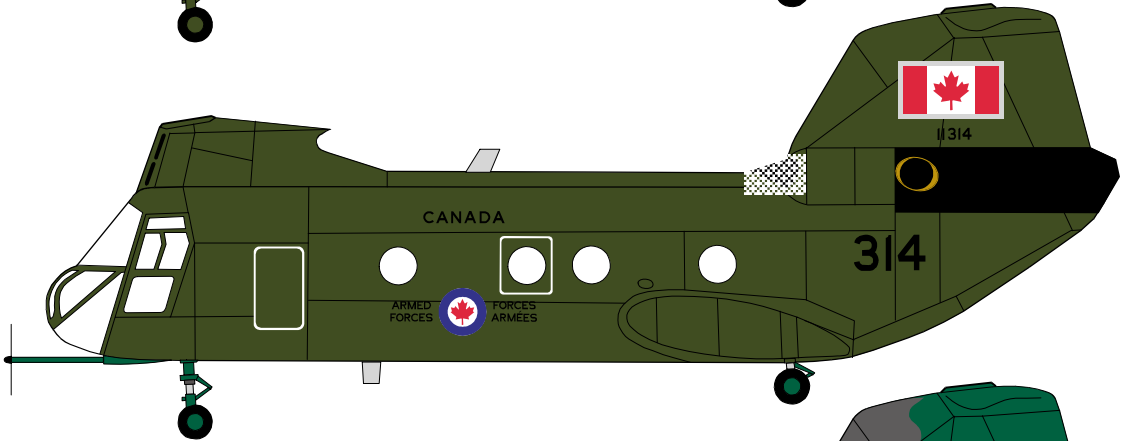
Ref: IPMS/Canada Colour Guide



7. CH-113A s/n 11314, 450 Sqn, 1973

Overall Green 503-120 (FS 14079). Numbers and lettering are black. Last 3 in 18" numbers on aft fuselage, 6" on nose. 47" flag on tail c/w aluminum surround, 4" serial number below. CANADA and 24" Roundel-Ident on sides, additional 24" roundel below about 12 feet back from nose. Black painted exhaust stain area behind exhaust.

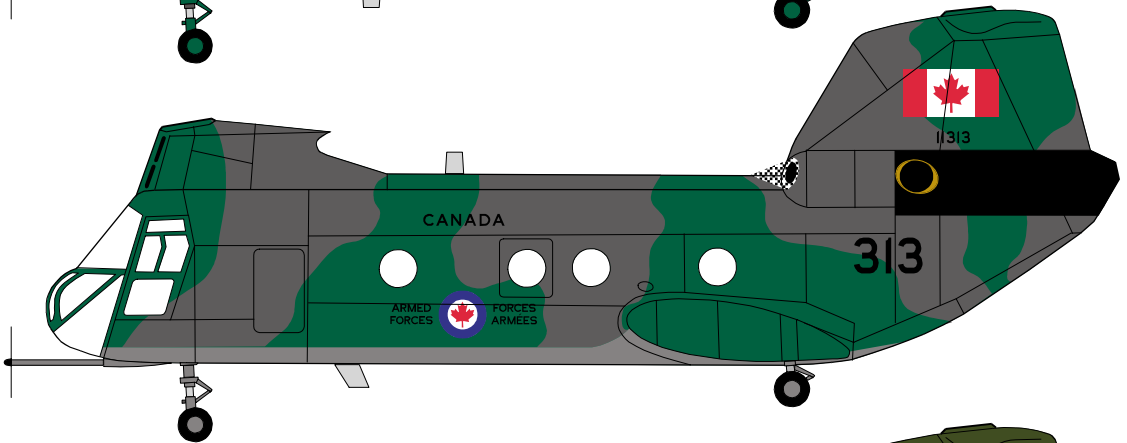
Ref: IPMS/Canada Colour Guide



8. CH-113A s/n 11313, 1974

One of only two camouflaged Voyagers (other s/n unknown). Overall Grey 501-302 (FS 36118) and Green 503-301 (FS 34064) over Light Grey 101-327 (FS 36270). The camouflage is symmetrical. 24" Roundel-Idents on side, 6" CANADA and 18" last 3 on fuselage rear. There is a 24" Roundel below, about 12 feet back from nose. 6" black last 3 on nose below anti-glare panel. 47" Flag on tail, 6" serial number in black below.

Ref: CAF Markings p.63



9. CH-113A s/n 11316, 1976

Voyageur after transfer to SAR role but before SARCUP program. Overall Green 503-120 (FS 14079). Last 3 in 18" white numbers on aft fuselage, 6" white on nose. 47" flag on tail c/w aluminum surround, 4" serial number below. Red 9" CANADA and dayglo 24" RESCUE on white bordered red band. 24" Roundel-Ident on sponsons, additional 24" roundel below about 12 feet back from nose. Black painted exhaust stain area behind exhaust.

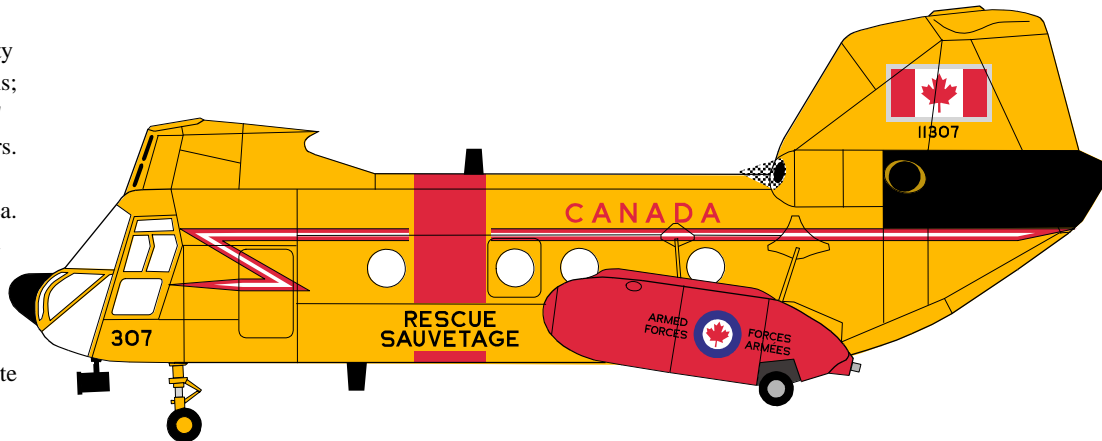
Ref: CAF Markings p.63



10. CH-113A s/n 11307, 1992

Post SARCUP (Search and Rescue Capability Upgrade) modernization. Note large sponsons; these are Kawasaki KV 107 parts, and are 9" longer than the ones delivered with Labradors. The other identifier for ex-Voyagers is the additional clear panels in the forward nose area. Overall yellow 505-101 (FS 13538) with red fuselage band and sponsons. CANADA on fuselage sides moved back to clear red band. Roundel-Ident has black letters, no white surround to roundel. Nose last 3 is black. Note black radome and searchlight.

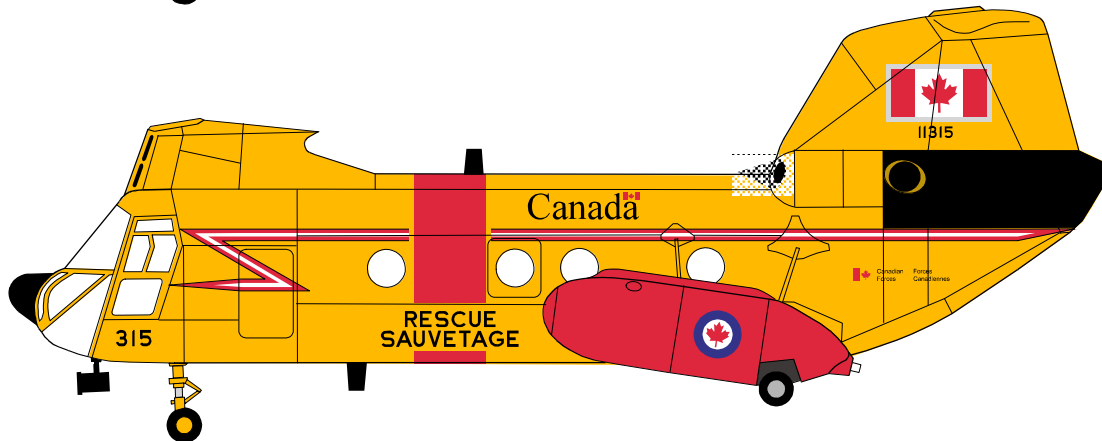
Ref: DND Photo IOC92-25-11



11. CH-113A s/n 11315, 424 Sqn, 1994

Final operational scheme. CANADA replaced by 210mm Canada wordmark, 150mm CF signature on rear fuselage, simple roundel on sponson vs. Roundel-Ident. This started as a Voyager (note the clear panel in nose) but all original build Labradors have also been upgraded through SARCUP and carry identical markings

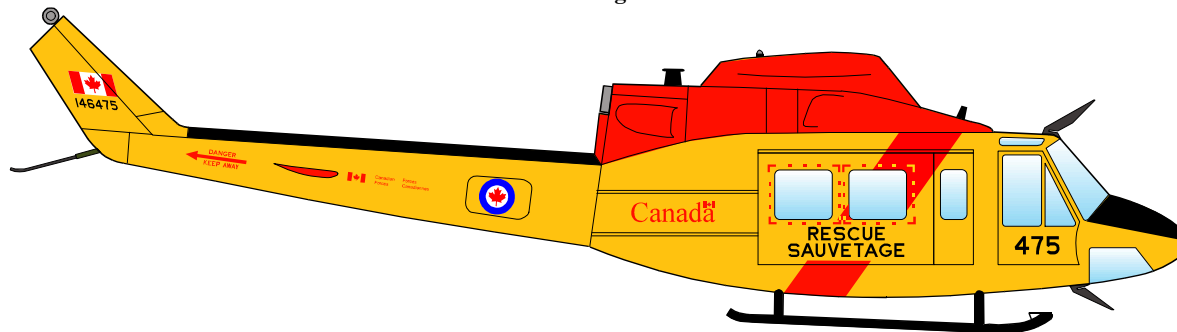
Ref: CAF Markings p.65



12. CH-146 s/n 146475, 2004

A bit of a bonus, this provides the specialty markings for the new SAR scheme of the CH-146 Griffon, currently used only for Base SAR. Overall yellow (FS 13538) with red (FS 11105) forward engine pylon, fuselage band and elevators, black tail driveshaft cover. On the rear fuselage sides are red 140mm Canada wordmarks. Below the windows is RESCUE / SAUVETAGE in 6" black letters. Note the red band angled through the door and the rescue cut marks around the windows. These are in red on the yellow background but contrasting yellow on the red band areas. The decal sheet provides sufficient cut marks to fit as required. Below the cockpit windows are the last three of the serial number in 8" black letters. A 16" roundel (not included on this sheet but available on BD2) is on the tailboom. The flag and the 4" black tail serial numbers are slanted 20 degrees aft. Ahead of the elevator is a red 100mm Signature.

The photo at the bottom shows one of these machines after a hard landing. DND Photo via S. Sauve



CH-147 in Service ... Twice!

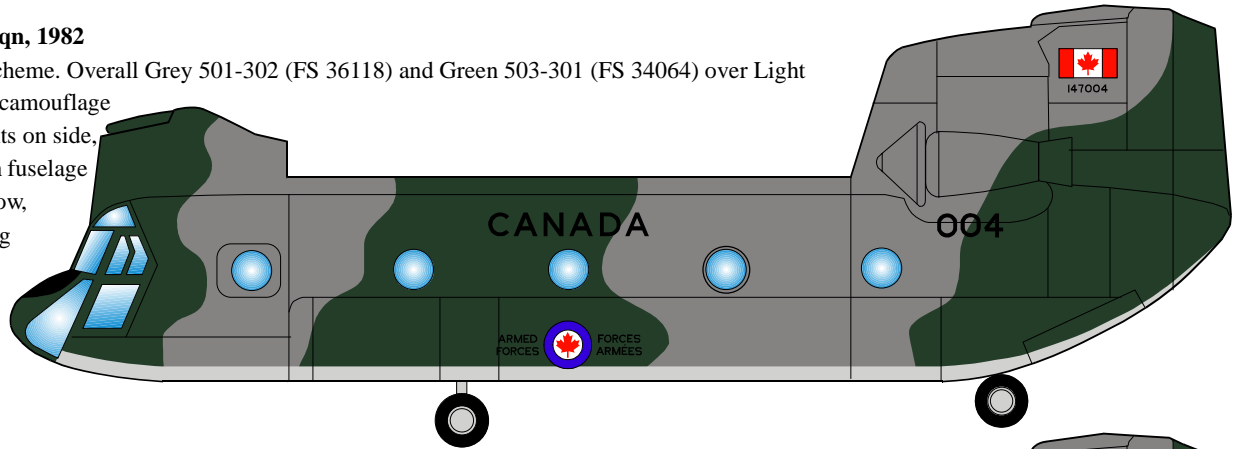
After an inauspicious start in 1975 (the first machine had a fatal crash on its delivery flight to Canada) seven CH-147 Chinooks were delivered to replace the CH-113A Voyageur in the transport helicopter role with 450 (later 447) Squadron. They were retired in 1991 as a cost-cutting measure and sold to the Dutch in 1992, leaving Canada without a heavy lift helicopter. This became painfully apparent in Afghanistan and after leasing Russian helicopters and borrowing USAF CH-47s, the CAF decided to purchase new build CH-47Gs. In 2013, the first CH-147 (yes, the same designation as the old machines, only these are now called CH-147F) was taken into service, all 15 being delivered by 2014. The new Chinooks are the latest version with radar nose and extended fuel tanks.

Italeri makes the several 1/72 Chinooks, and these may have been re-released by Revell. The early machines can be represented by virtually any kit of the CH-47C or D (don't get a AC-47A) while the later CH-147F will need the kit of the MH-47E which comes with the longer nose and the bigger side tanks.

13. CH-147 s/n 147004, 447 Sqn, 1982

This is typical of the delivery scheme. Overall Grey 501-302 (FS 36118) and Green 503-301 (FS 34064) over Light Grey 101-327 (FS 36270). The camouflage is symmetrical. 24" Roundel-Idents on side, 12" CANADA and 12" last 3 on fuselage rear. There is a 24" Roundel below, about even with the front landing gear. 6" black last 3 on nose below anti-glare panel. 29" Flag on tail, 4" serial number in black below.

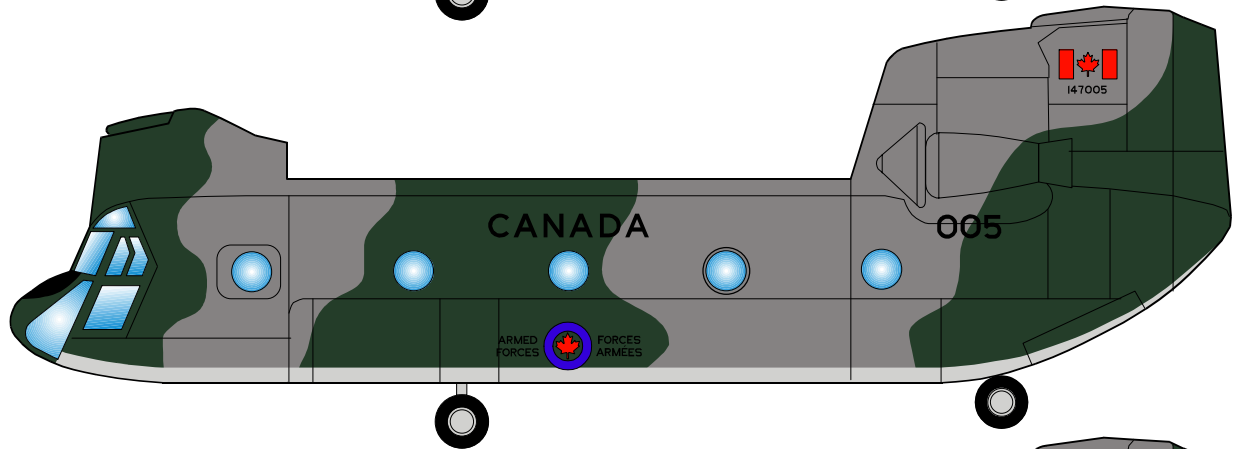
Ref: Cdn Markings p.178



14. CH-147 s/n 147005, 447 Sqn, 1983

Identical to scheme 13, except all markings (flag and roundels) have the white removed.

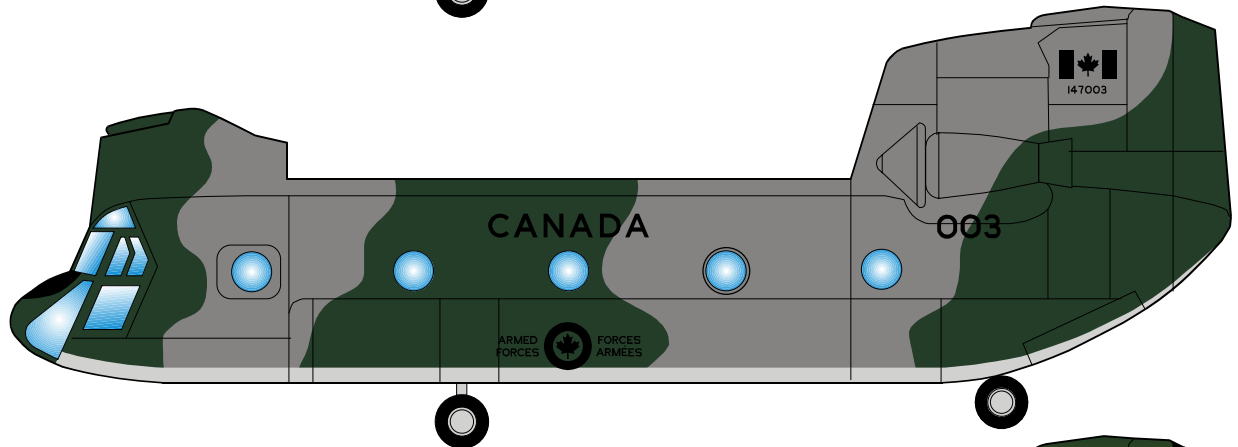
Ref: Cdn Markings p.178



15. CH-147 s/n 147003, 447 Sqn, 1990

Identical to scheme 13, except all markings (flag and roundels) are black only.

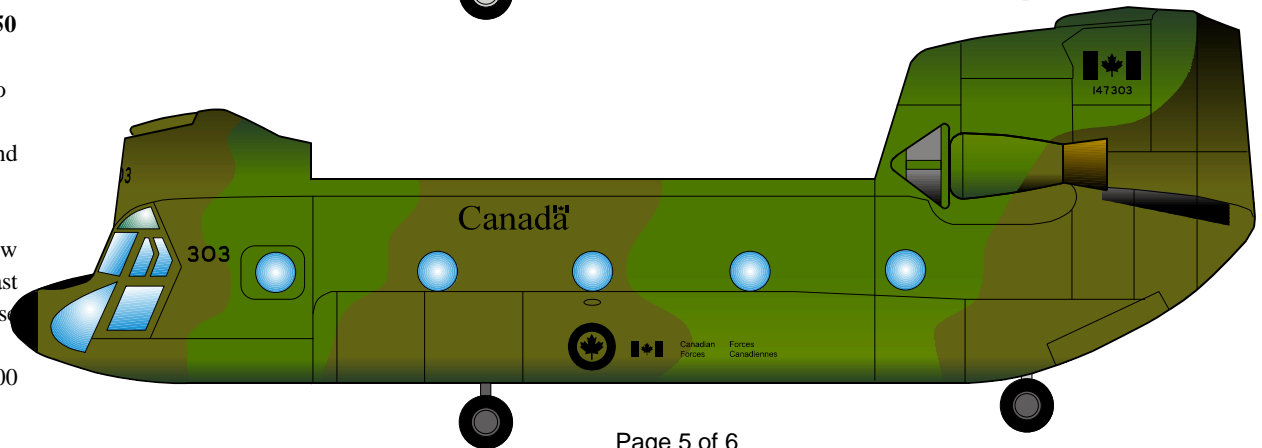
Ref: Cdn Markings Rear Cover



16. CH-147F s/n 147303, 450 Sqn, 2014

Camouflage pattern similar to scheme 13 but wraparound. Colours are green FS34084 and olive drab FS34095, black radome. All markings black; 24" roundels and 29" flag below which is s/n in 4" numerals. Last 3 in 8" numerals on side of nose and front of forward fairing. 210mm Canada wordmark, 200 mm Signature.

Ref: DND websites



CH-149 in Service

The replacement of the CH-113 Labrador/Voyageur was announced in 1998, linked in with the long-running CH-124 Sea King replacement. The Westland EH-101 Merlin had been selected, but after a change of government that contract was cancelled (at a huge cost to Canadian taxpayers) and another machine eventually selected. The SAR helicopter procurement did proceed as a special variant of the transport version of the Merlin, the CH-149 Cormorant. It differs from the HC.3 version in a number of areas; no port side access door, double rescue hoist and a specialized SAR interior layout.

The Italeri kit provides a good basis for a CH-149, but misses in a couple key areas. The sponsons are not quite correct in shape, and only offer single main wheels, while the Cormorant at least in Canadian service has dual main wheels. The window layout is different than in the kit. A terrific reference for this machine (and Sea Kings as well) is available as a CD from Hulls Molds and Canadian Ship Models. Contact John Evans at hmcsmoels@rogers.com for details. As of 2015, no good printed references are available yet.

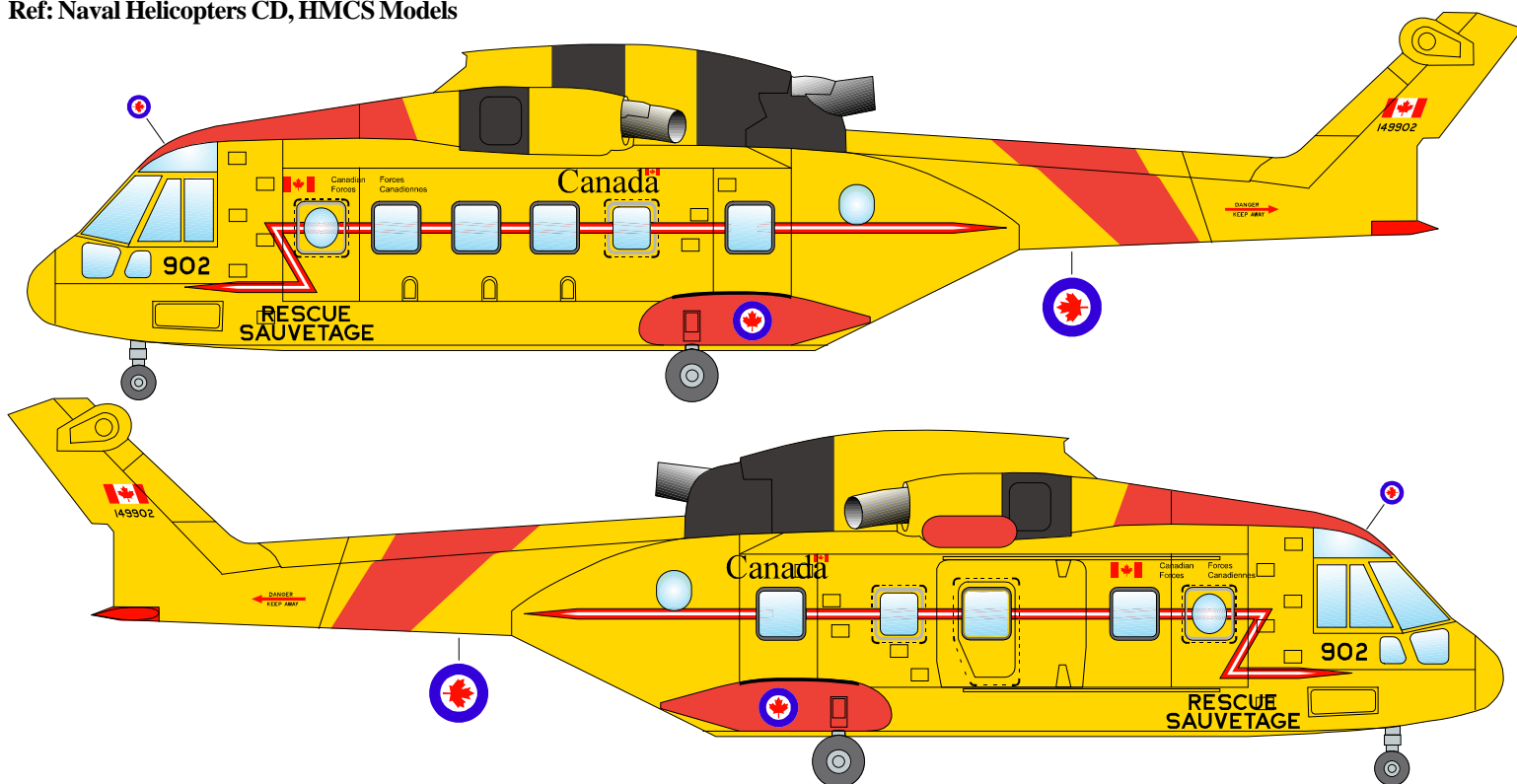
CH-149 s/n 149902, 2002

This represents one of the 15 CH-149s (s/n 149901-915) delivered in 2002 in the initial operational scheme of the Cormorant. Overall yellow (FS 13538) with red (FS 11105) forward engine pylon, rear fuselage band, sponsons and elevator. Note that the rear fuselage band is not parallel-sided; the top appears to be broader than the bottom ... I don't know why this is, but it is quite apparent from photographs. Note also the windows on both sides are not as given in the Italeri kit, so some modification will be required. Note also the black areas on the fuselage pylons (around the engine intakes) are not symmetrical. The black walkways as indicated on the Italeri kit are correct.

The fuselage flash goes through the centre of the windows. Around the 'rescue' windows and the starboard door as indicated on the drawings here, there are dashed cut lines and the clear portion is actually smaller than the regular windows. I would suggest placing these special decals first, and then cutting and fitting the flash to line up with them. On the fuselage sides are 210mm Canada wordmarks and a 200mm CF signature. Below the floor level, just aft of the cockpit is RESCUE / SAUVETAGE in 6" black letters. Under the nose, just behind the nose gear door is SAUVETAGE / RESCUE (don't ask why the French goes first under the aircraft but second on the sides!) in 10" black letters. A 20" roundel is on each sponson. Under the tailboom between the end of the fuselage and the red band is a 30" roundel (see photo below). On the front of the red section of the forward engine pylon between the two overhead windows is a 12" roundel (see photo below). The flag and the 4" black tail serial numbers are slanted 20 degrees aft. Below the cockpit windows are the last three of the serial number in 12" black letters. You can use the tail rotor warning decal supplied with the kit if you remove the red surround. Main rotor blades are dark olive green top and bottom, not black as suggested in the kit instructions.

Finally, although the fuselage interior of the kit needs modification to really represent the CH-149, if you want to display your model with the ramp down, the decal sheet provides the fancy non-skid markings. Paint the ramp surface light grey, and apply the decal.

Ref: Naval Helicopters CD, HMCS Models



At left, note the 30" roundel under the tailboom and the curved leading and trailing edges to the red tail band. Photo by Grant Matthews from the ARC website (www.aircraftresourcecenter.com).

At right, this photo from the DND website shows the location of the top roundel and the pattern of red areas and black non-skid walkways.

