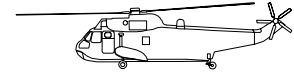


BB-01: Sponsons, Radome for Sikorsky Sea King

Kit: Hasegawa Sea King 1/48

Examples: SH-3 (USN), CH-124/124A (CAF), HAS Mk 1 (RN)

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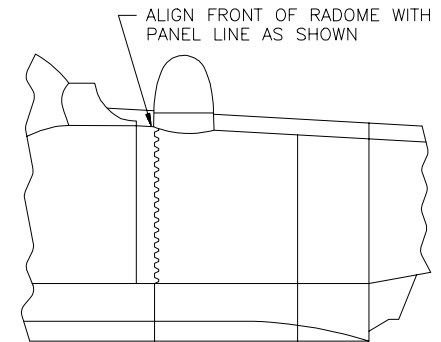
Background

The Hasegawa kits released to date represent SH-3H Sea Kings with the larger sponsons housing MAD gear and sonobuoys. Early SH-3s (and Canadian CH-124s as well as nearly all Westland Sea Kings) used a shorter sponson.

In 1975, Canadian Sea Kings were upgraded to CH-124A. This modification included the installation of a search radar housed in a dorsal radome; a similar radome is installed on Westland HAS Mk 1 and Mk 41 Sea Kings .

Sponson Installation Instructions: Substitute resin sponsons for kit parts. Stub wing mounts in sponson recess as in kit part (This is a very snug fit even on the kit parts). Landing gear is installed per kit instructions. For very early Sea Kings w/o flotation bags, simply file off moulded bag and sand smooth. **Construction Note:** Whether you use these resin parts or the kit sponsons, the stub wing mounting pins are very weak and too long. There should only be about 1/32" gap between wing and fuselage. If you adjust this, the sponson support arm will be too long. Use a bit of trial and error fitting here, making sure that (i) the stub wing is horizontal and (ii) the landing gear legs are vertical.

Radome Installation Instructions: The radome fits over the tail rotor drive housing. See sketch for location. **Be careful! It is possible to install this part backwards!** Note that the scribed line around the base of the radome should be parallel to the ground. Usually, the radome base is airframe colour and the upper portion is semi-gloss black.



Other Construction Notes:

1. The SH-3H uses a longer horizontal stabilizer than other machines. To represent any other type, it must be shortened by 0.65" (Yes, that seems like a lot) and the supporting strut removed and holes filled.
2. Watch the windows! The CH-124 had no window above the sponson on the port side; the CH-124A dispenses with the starboard side window as well.
3. CH-124s only have two fuel filler locations; the middle one should be filled in.
4. Only early Westland Sea Kings (RN HAS Mk 1, West German, Indian or Pakistani Mk 41) used a five bladed tail rotor as per the kit. Later Westland marks use a six bladed rotor, so additional work will be required to model any of those variants.

References

1. IPMS Canada **RT** Vol 15 No.3: Details and schemes of CH-124s
2. Famous Aircraft of the World No.15: Sikorsky Sea King, Burindo Co.