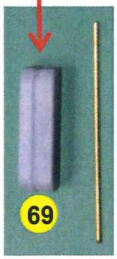
1/48 scale
Decal placement Instructions
RAF Sea King HAR.3, 22 & 202 Sqn. RAF
Set # WBA 48018

What you get

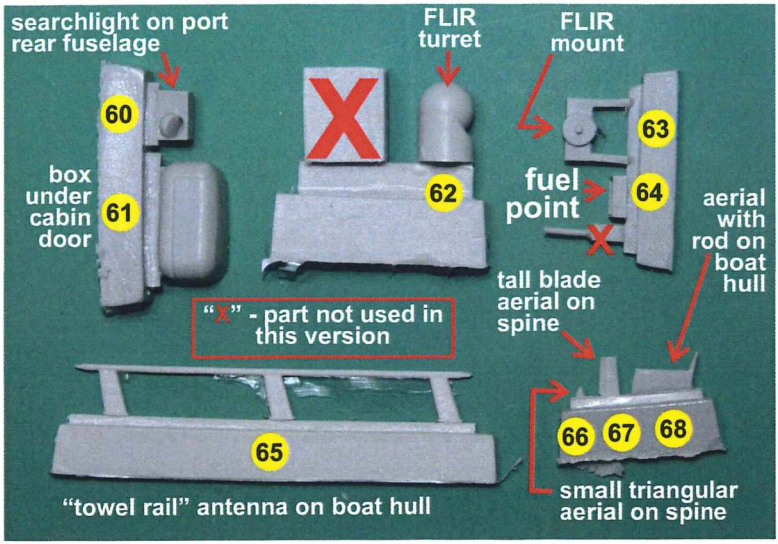
In addition to the Generic Conversion Set to turn a Hasegawa Sea King into a Westland built aircraft, additional resin parts are provided which are specific to the RAF Sea King HAR.3.

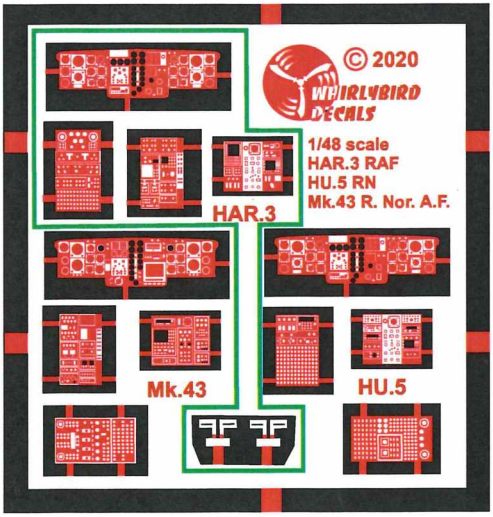
Additional resin parts for RAF HAR.3

former for grab rail under winch with brass rod



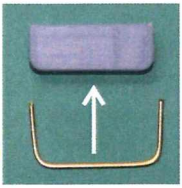
small swept blade aerials under boat hull





etched parts for HAR.3 cockpit and instruments inside green line

to make grab rail under winch, bend the 30 thou brass wire supplied round the former - part 69



produced by

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73 High Street,
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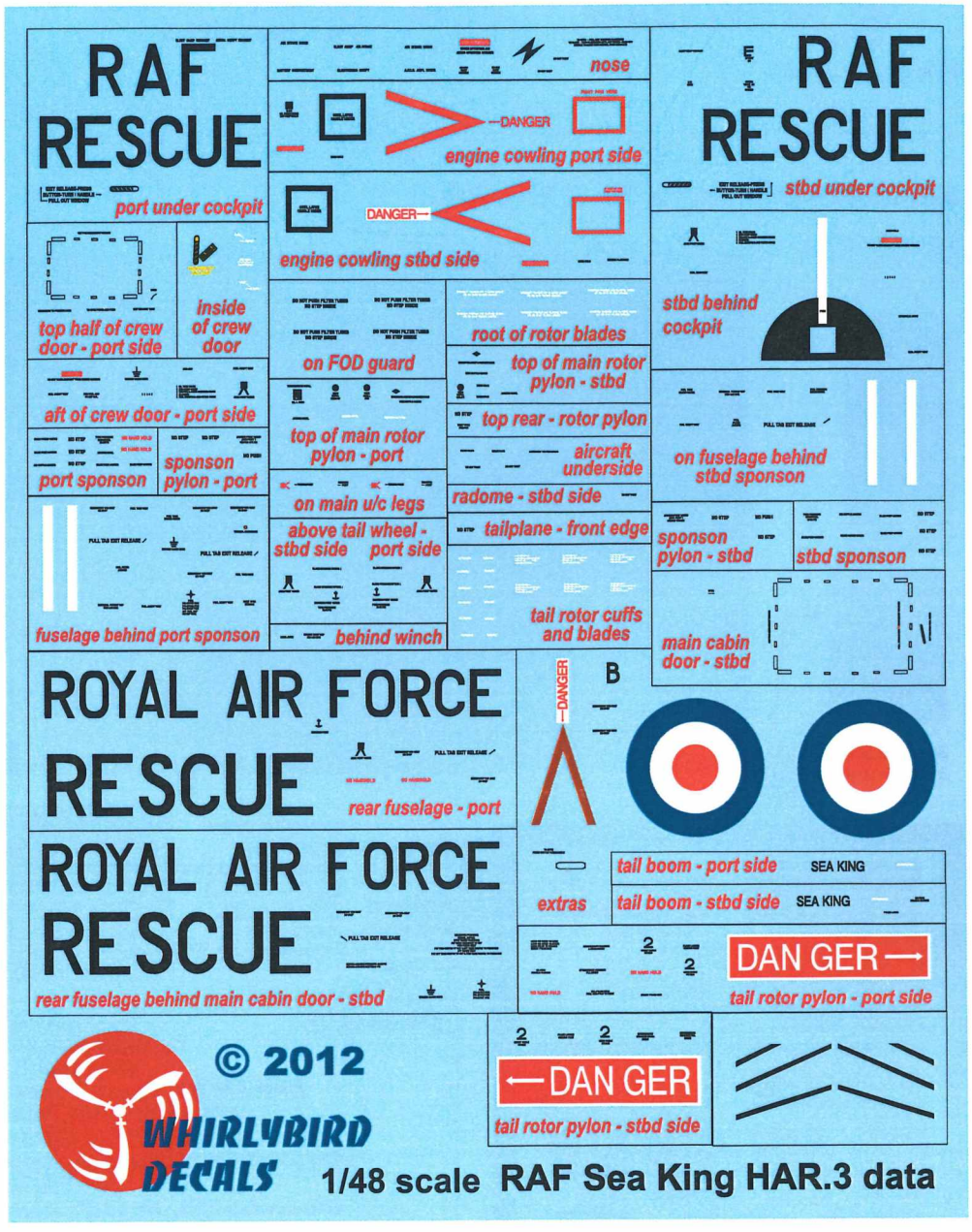
S73 8HS ENGLAND
+44 (0)7776 141821
sales@whirlybirdmodels.com
Website:
www.whirlybirdmodels.com

custom decals for the discerning modeler

Decal sheet for stencils and generic markings



In addition, decals are provided for the slinging stripes on the main rotor blades

Decals are provided for 2 aircraft.

ZH545 of 22 Sqn.

Initially formed at Fort Grange, Gosport, on 1 September 1915, 22 Sqn. served in France during the First World War, only to be disbanded in 1919. It was reformed in 1923, and saw service in WW2 both in the UK and the Far East in the anti-shipping role. Disbanded again in 1945, 22 Sqn. was reformed in 1955, this time as a search and rescue unit equipped with Whirlwinds. It is in this guise that No. 22 Squadron exists today, having flown Wessex helicopters for a number of years before receiving Sea Kings in the mid-1990s.

ZH545, the Sea King depicted in these decals, was given special markings in 2005 to mark 50 years of 22 Sqn. as a Search and Rescue unit.

XZ589 of 202 Sqn.

No. 202 Squadron was reformed on 1 September 1964 by the renumbering of No. 228 Squadron RAF at RAF Leconfield. The squadron began operating in its search and rescue role using the Westland Whirlwind HAR.10 helicopter with flights at RAF Acklington, RAF Ouston, RAF Coltishall and RAF Leuchars. The squadron moved to RAF Finningley during September 1976 with flights at RAF Boulmer, RAF Leconfield, RAF Coltishall, RAF Lossiemouth and RAF Brawdy. The squadron re-equipped with Westland Sea King HAR.3s from July 1978 (operating the Westland Wessex HAR.2 as an intermediate type while its Sea Kings were sent to the Falklands War), moving its HQ to RAF Boulmer on the closure of Finningley in 1989, and then to RAF Valley during April 2008.

The RAF Search and Rescue Force was established in 1941 in light of the number of Allied aircrew lost in the English Channel during the Battle of Britain. An emergency meeting was convened by Air Marshal Sir Arthur "Bomber" Harris which subsequently created the Directorate of Air Sea Rescue on 6 February 1941. This later became the RAF Search and Rescue Force.

Its primary role is the recovery of downed military aviators, but in peacetime, its aircraft are available all year round for use in civilian distress incidents. Since 1973, over 95% of the rescues carried out by 202 Squadron have been civilian incidents. The rescues carried out over the years by 202 Squadron have included a wide variety of incidents involving rescuing casualties from aircraft, fishing trawlers, ferries, oil rigs, mountainous terrain, cliffs and the waters surrounding Scotland.

XZ589, the 202 Sqn. Sea King depicted in these decals, was given special markings in 2011 to mark 70 years of Life Saving by the RAF Search and Rescue Force.

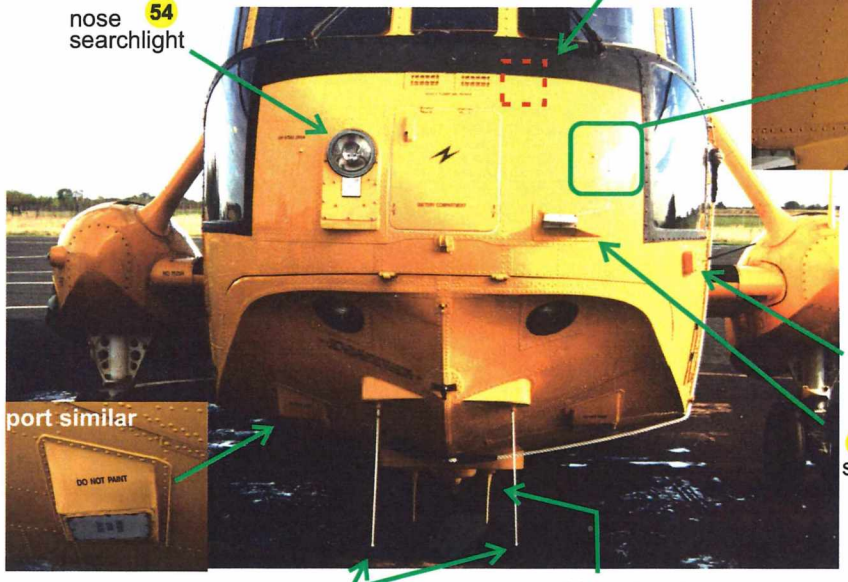
Use the photographs provided as a guide to decal placement, as well as construction notes.

Most of the photographs are of XZ593, photographed at RAF Leconfield on 17th October 2002 October when she was an aircraft of "E" Flight, 202 Sqn. However, as time went on, the equipment fit was upgraded, and where possible this in noted in the Instruction Sheet.

Nose

NOTE: active optical blade tracker box **30** fitted later - not on XZ593 in 2002

nose searchlight **54**



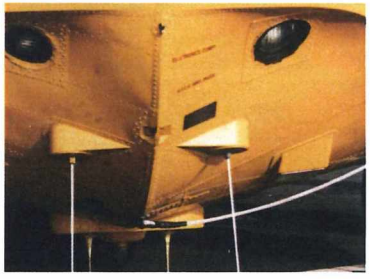
33 probe mount

35p glide slope antenna

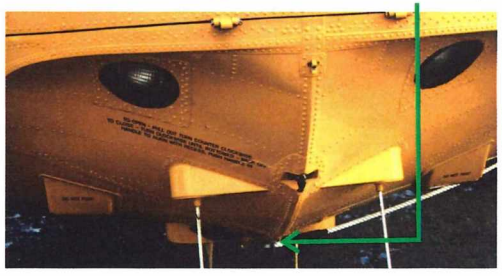
thin rod aerials on mounts **42** NB: mounts are handed

thin rod aerials on mount **26**

sea anchor **e** attachment point



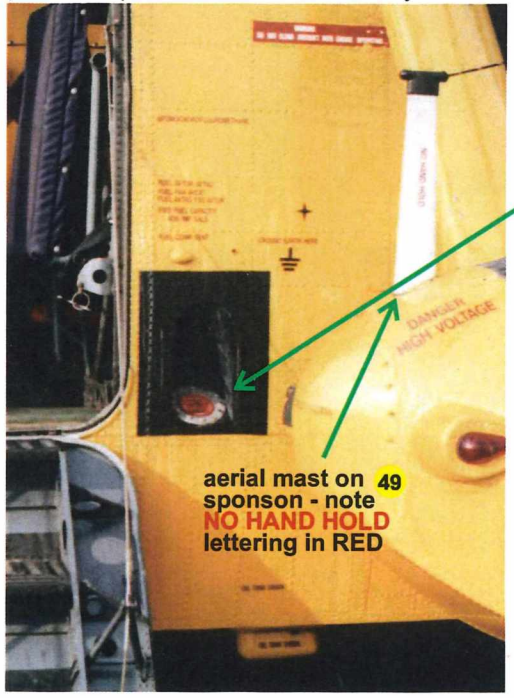
NOTE: different data on this aircraft



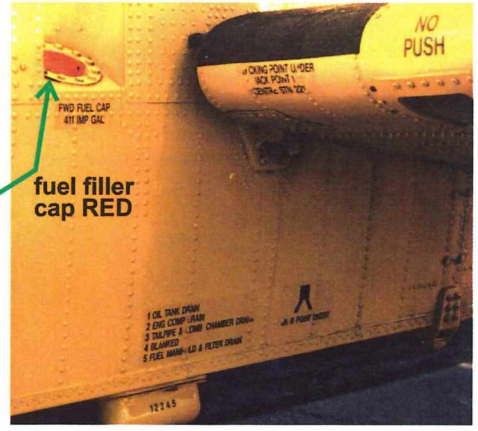
Port side - forward fuselage

chevrons on front plate of "plank" FOD guard - supplied as a decal

NOTE BLACK patches to prevent the sea anchor cable from damaging paintwork (sea anchor cable not always fitted - check references)



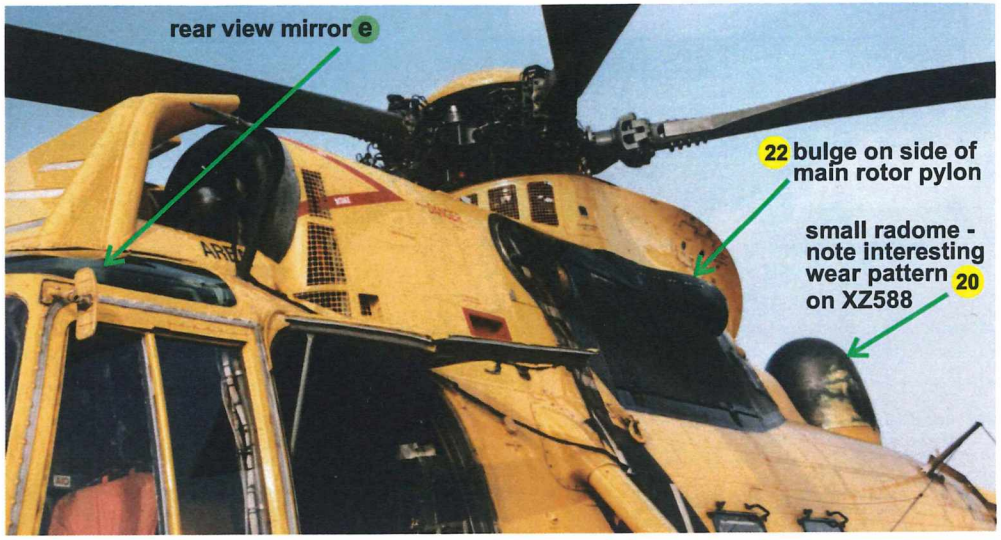
aerial mast on **49** sponson - note NO HAND HOLD lettering in RED

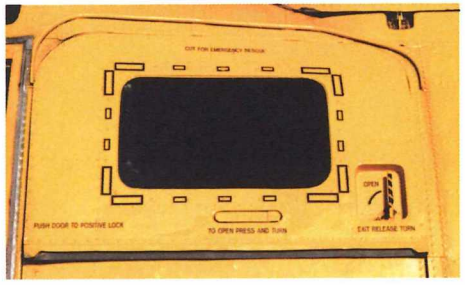


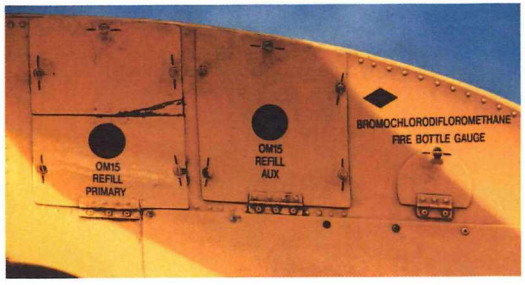
fuel filler cap RED

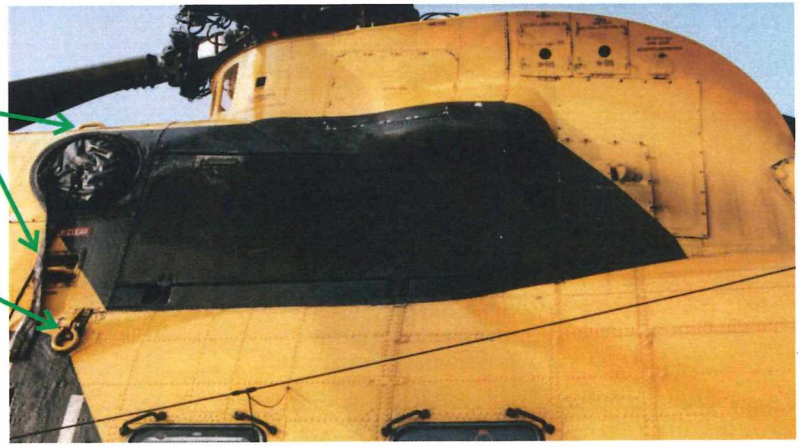
2 different aircraft are pictured here - note differences in maintenance markings, e.g. one has a BLACK surround to the fuel filler, the other does not.

Port side - upper fuselage





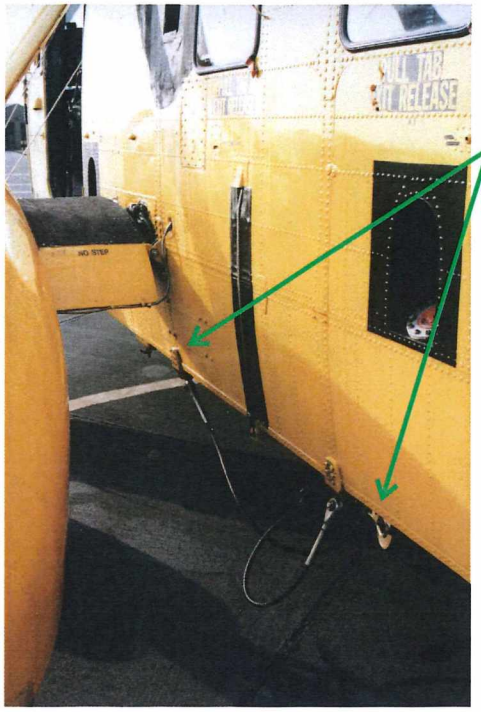




grab handles at top corners of windows e

Port side - middle fuselage

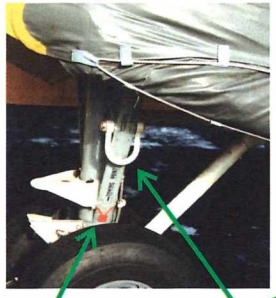
This aircraft has the PULL TAB EXIT RELEASE markings in YELLOW on a BLACK panel. Also a BLACK panel surrounding the refuelling point.



The image to the left shows a Sea King before a FLIR turret was fitted. NOTE the release cable for the cargo hook below the forward window (on a BLACK area to protect the yellow paintwork) and the position of the cable mounts for the underslung load e

The images to the right show an aircraft equipped with a FLIR turret. See later for full installation instructions

flotation bag mid grey



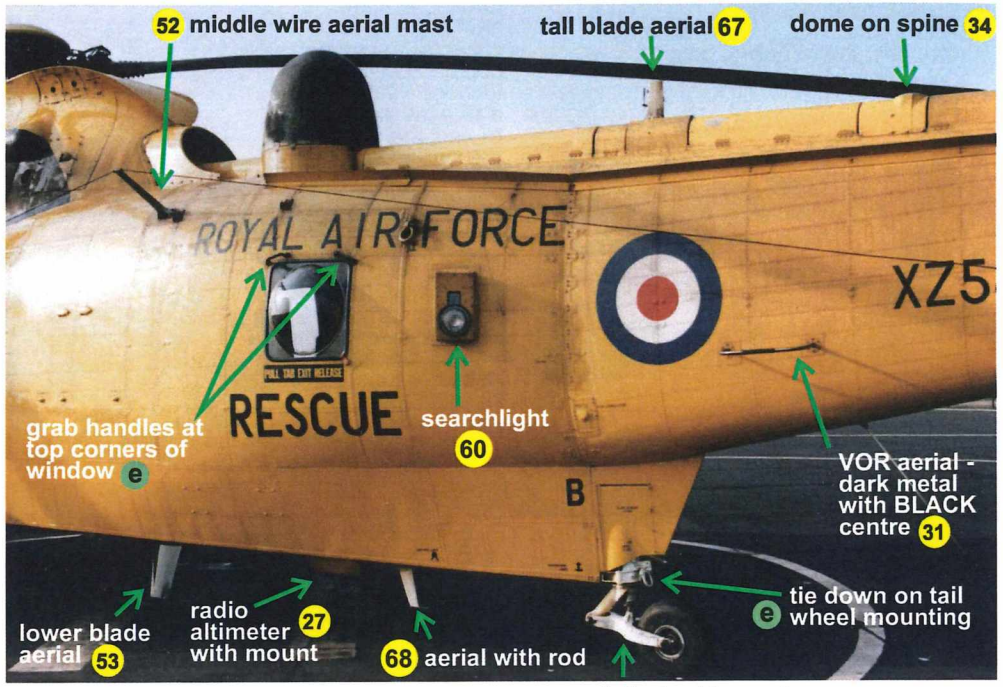
decal

tie down on main u/c leg e

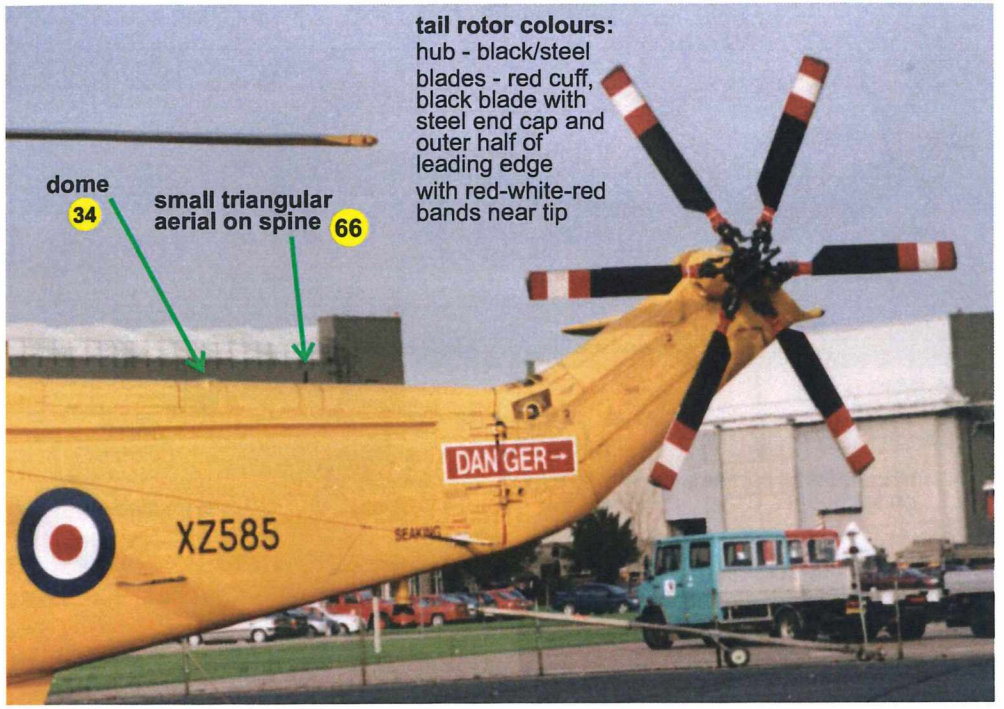
Colour of main undercarriage leg - NOTE combination of WHITE and LIGHT AIRCRAFT GREY

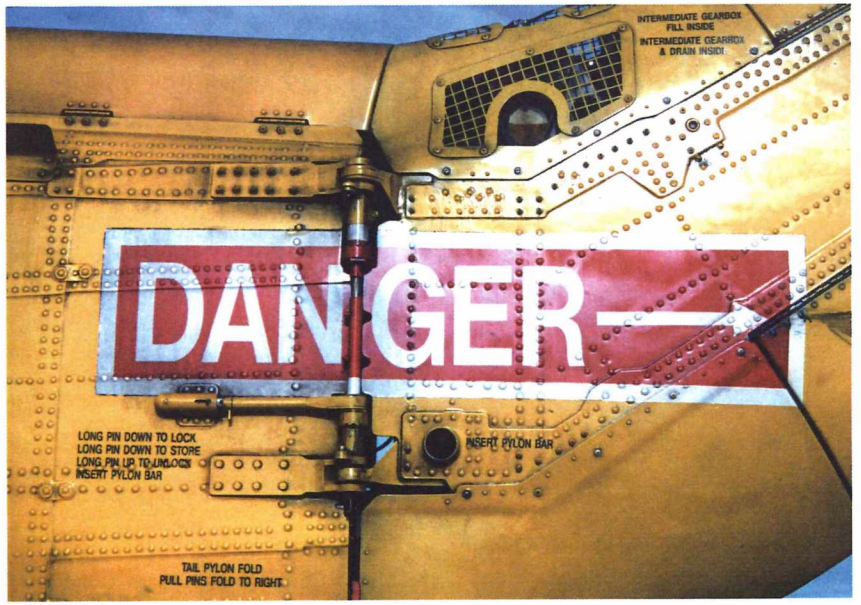
wheel hub LIGHT AIRCRAFT GREY

Port side - middle fuselage continued



Tail rotor and mast - port side

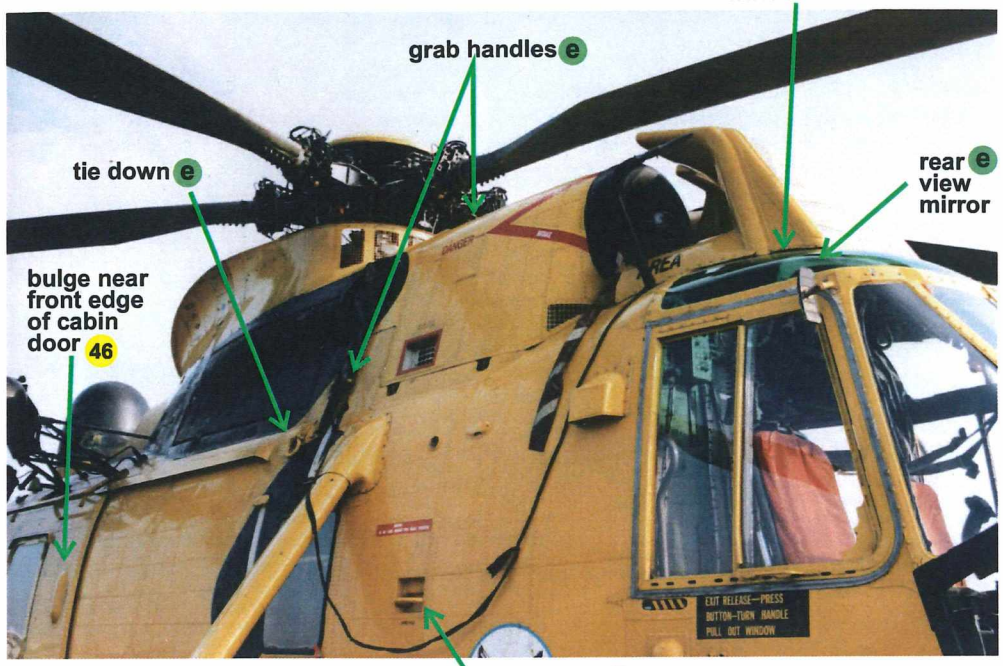


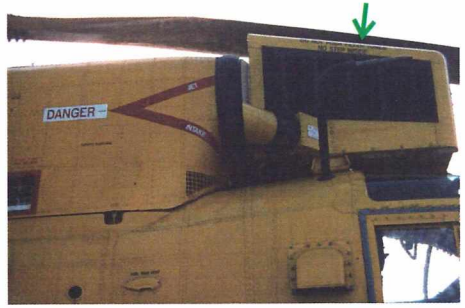


Starboard side - general views

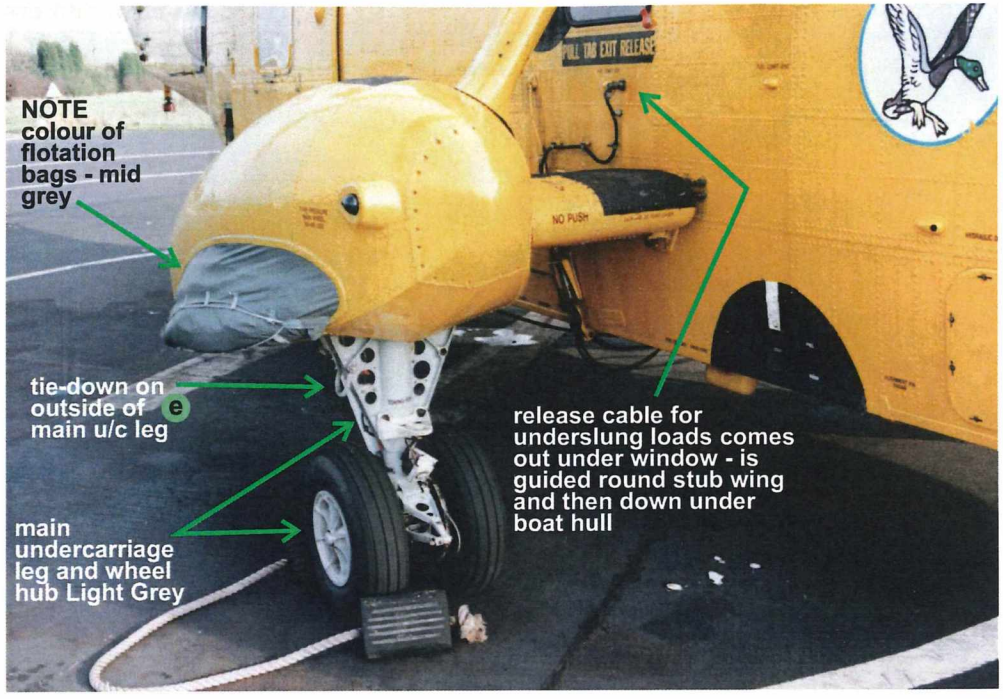
XZ585 getting ready for take-off

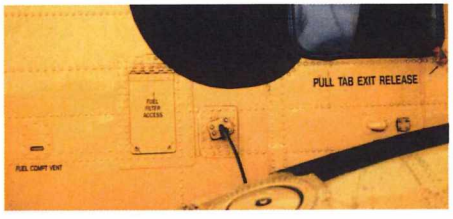
Starboard side - forward fuselage

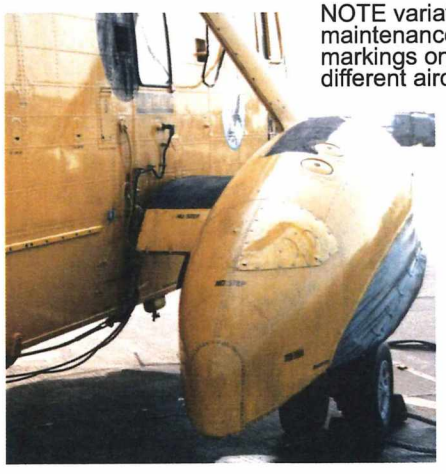




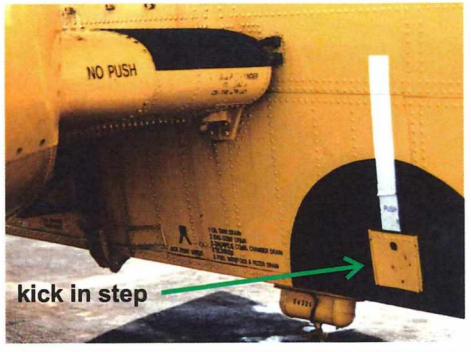
Starboard side - middle fuselage







NOTE variation in maintenance markings on different aircraft



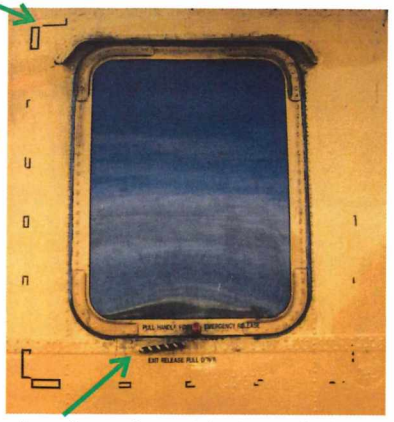
Starboard side - middle fuselage continued

long grab handle under winch - make using brass wire and former part 69

searchlight on 38 winch framework

spotlight aft of winch 39

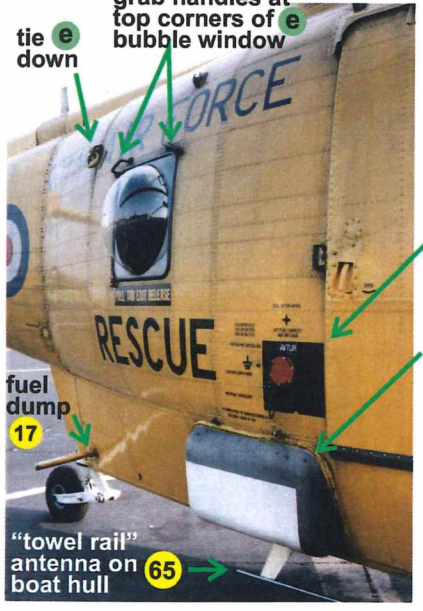
very worn "chop here" markings round cabin door window



handle under cabin door window

tie down e

grab handles at top corners of e bubble window



fuel dump 17

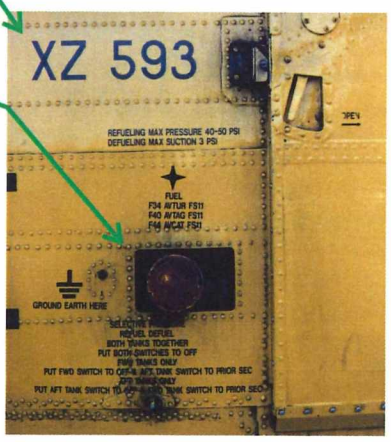
"towel rail" antenna on boat hull 65

aircraft serial above refuelling point

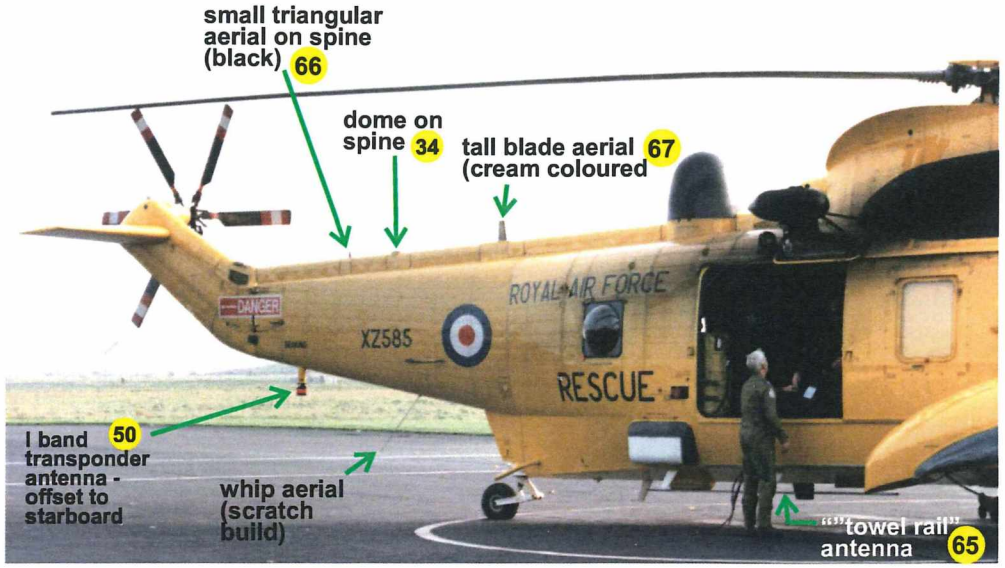
relocate main refuelling point to behind cabin door 64

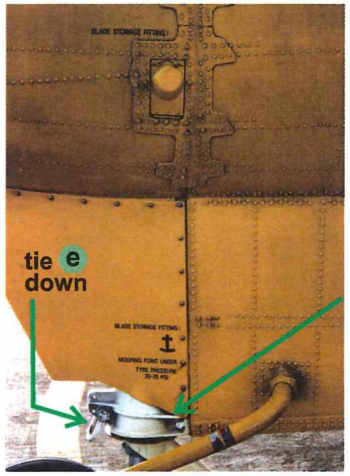
box behind cabin door 61

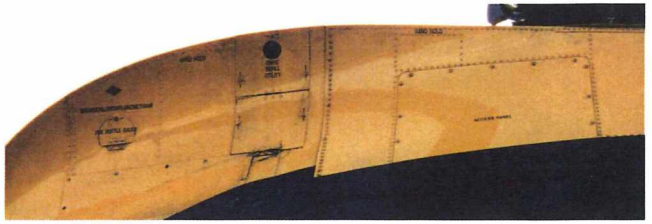
NB: aircraft with a late equipment fir do not have the box behind the cabin door 61 or the towel rail antenna 65



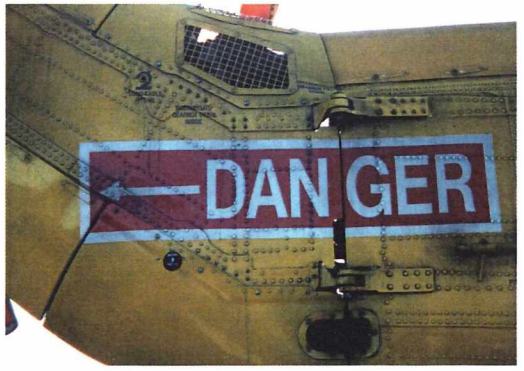
Starboard side - tail boom and tail rotor pylon





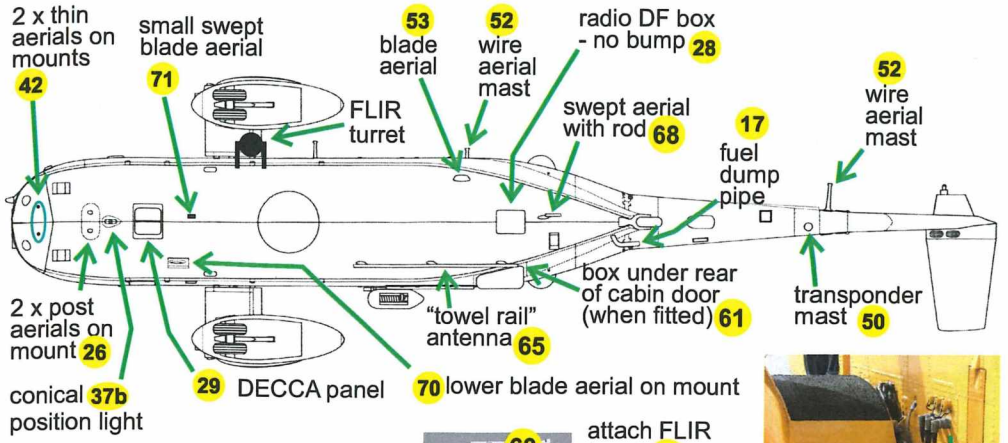


NOTE mixture of colours on tail wheel unit - white and light grey



NOTE how dirty the rear fuselageand tail rotor pylon are

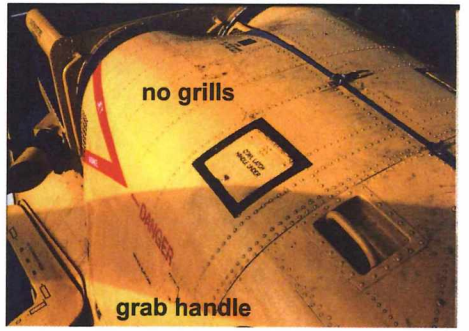
Under fuselage and on boat hull + FLIR

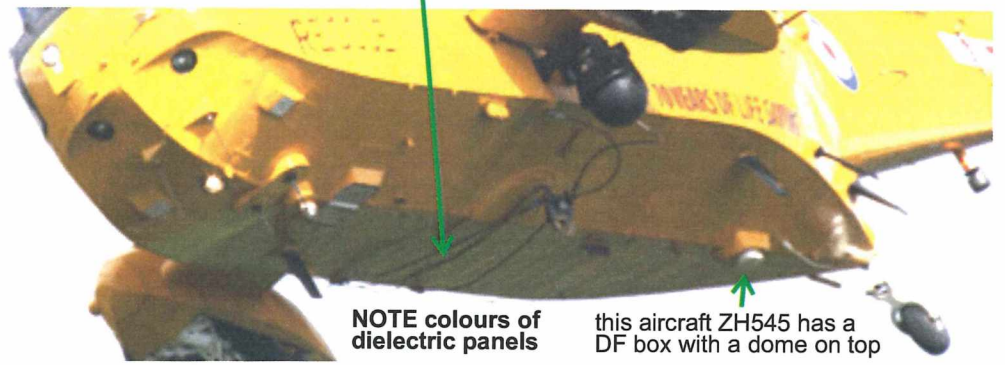


attach FLIR turret 63 to mount 62 (align centres), and then fix mount onto fuselage side as shown in the photographs

small swept blade aerial 71

release cable for cargo hook and underslung load



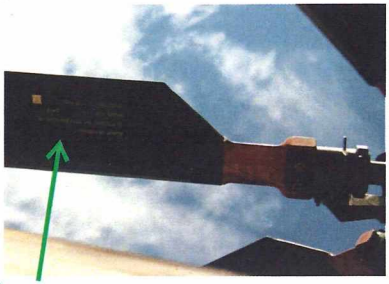


NOTE colours of dielectric panels

this aircraft ZH545 has a DF box with a dome on top

Miscellaneous views and cargo hook

XZ596 at RAF Leconfield, 17th October 2002



NOTE stencilling on main and tail rotor blades - see decal sheet

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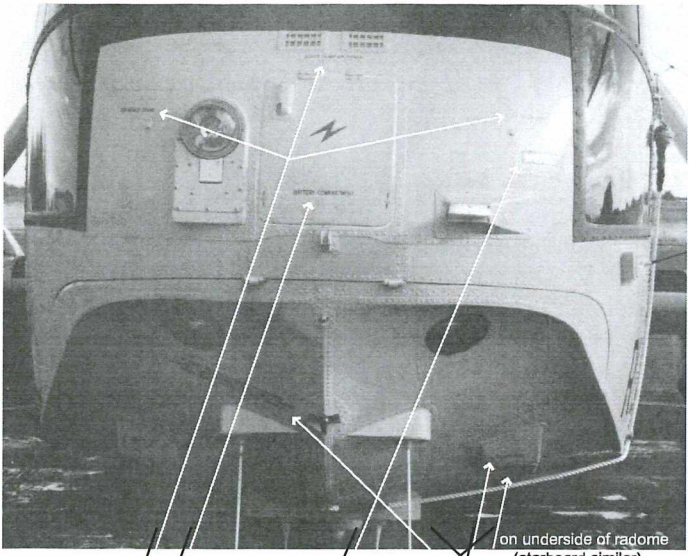
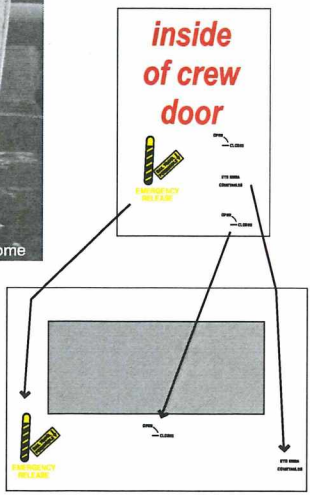
1/48 scale
Decal placement Instructions
RAF Sea King HAR.3, 22 & 202 Sqn. RAF
Set # WBA 48018

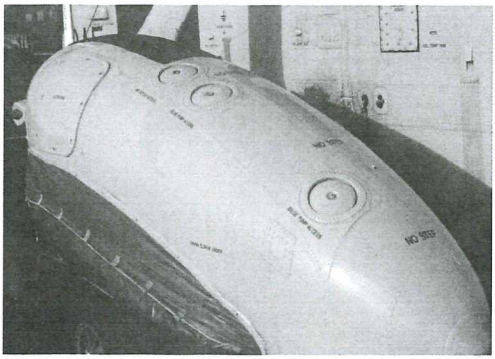
This Decal Placement Instruction sheet complements the main Westland Sea King Generic Instruction Sheet and the version specific Instruction Sheet for the RAF Sea King HAR.3, and it should be used in conjunction with them.

It details the maintenance and data stencils found on the airframe of Sea King HAR.3 XZ593 as photographed at RAF Leconfield on 17th October 2002 where it was part of "E" Flight, 202 Sqn. Most of the data markings are common to all RAF Sea Kings.



second 'OPEN' goes inside lower crew door - one step up from bottom, and upright *(as seen from inside with the door closed)*





port sponson from the rear

produced by **Whirlybird,**
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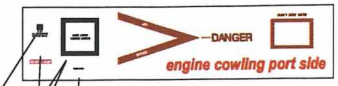
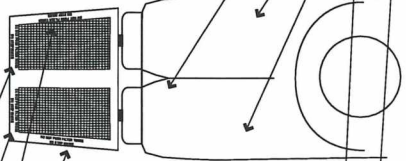
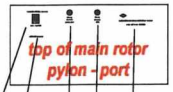
+44 (0)7776 141821
email: rgrevans@gmail.com

Port side markings



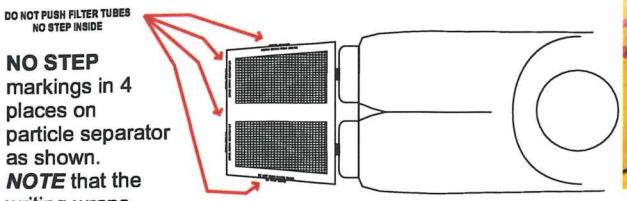
NOTE: total absence of grills and louvres on the top of the engine cowlings on Westland Sea Kings - very prominent on Sikorsky aircraft.





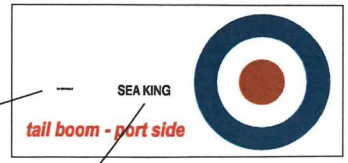
data on horizontal surface of pylon

NO STEP markings on Particle Separator



NO STEP markings in 4 places on particle separator as shown. ***NOTE*** that the writing wraps round the curved upper corners of the particle separator.

NOTE no grills on upper surface of engine cowlings *(unlike Sikorsky-built aircraft)*



on VOR aerial

Aircraft serial number

white **NO HANDHOLD** on outer face of VOR antenna

ROYAL AIR FORCE

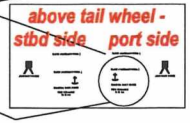
RESCUE

RAF

RESCUE

XZ 593

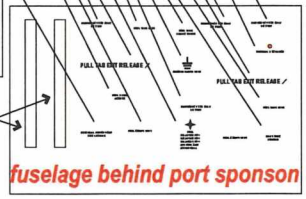
DAN GER

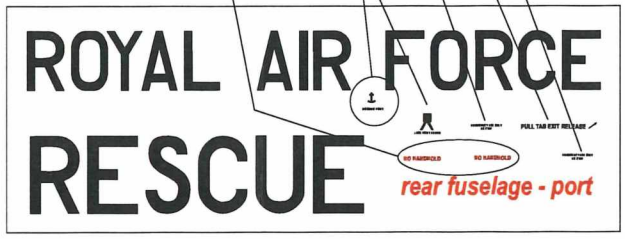


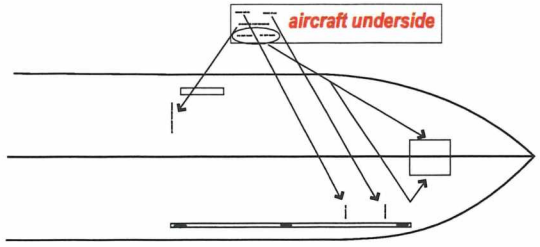
NB: red **HANDHOLD**s go top and bottom of aerial pylon

NB: data on fuselage behind sponson

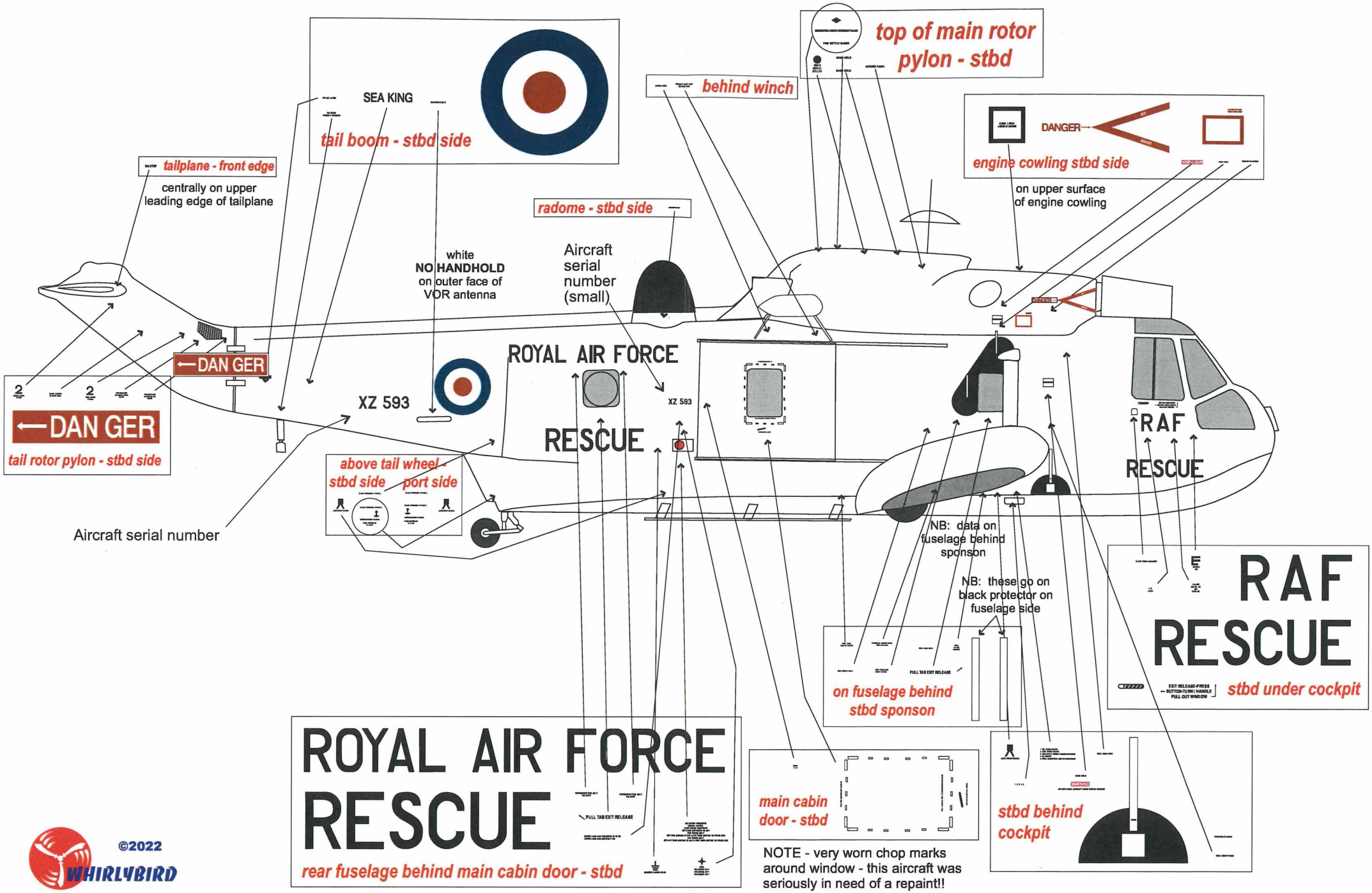
NB: these go on black protector on fuselage side

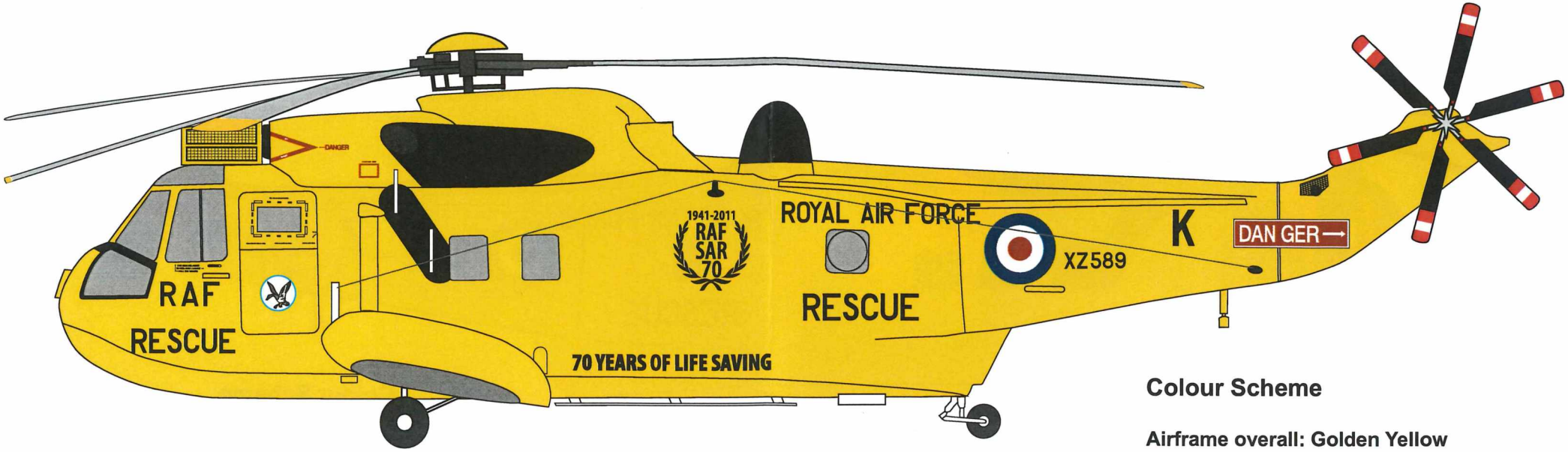






Starboard side markings



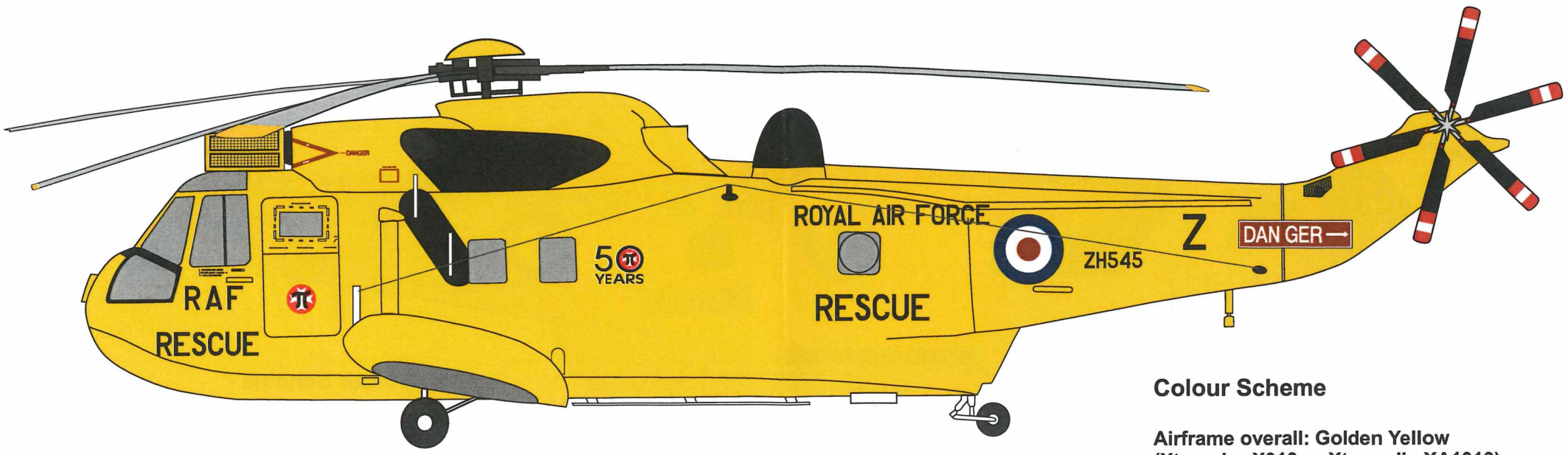


Colour Scheme

Airframe overall: Golden Yellow
(Xtracolor X019 or Xtracrylic XA1019)
Rotor blades: Dark Grey upper
surfaces, black undersides
NOTE: One rotor blade has
a yellow upper surface to aid
visibility

check rotor blade colours

XZ589, 202 Sqn. RAF

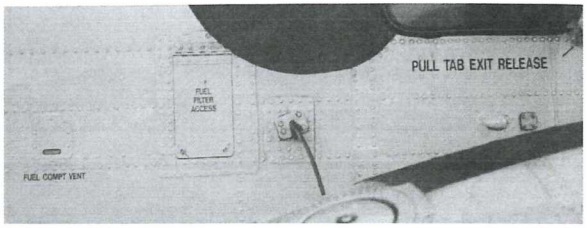


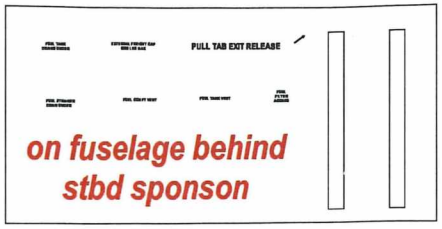
Colour Scheme

Airframe overall: Golden Yellow (Xtracolor X019 or Xtracrylic XA1019)
Rotor blades: Dark Grey upper surfaces, black undersides
NOTE: One rotor blade has a yellow upper surface to aid visibility

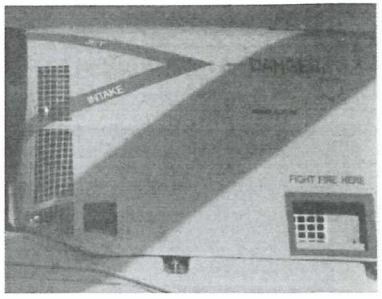
check rotor blade colours

ZH545, 22 Sqn. RAF

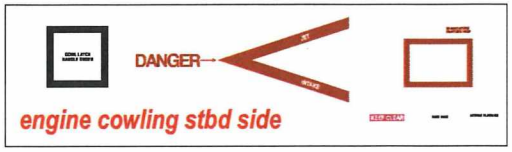


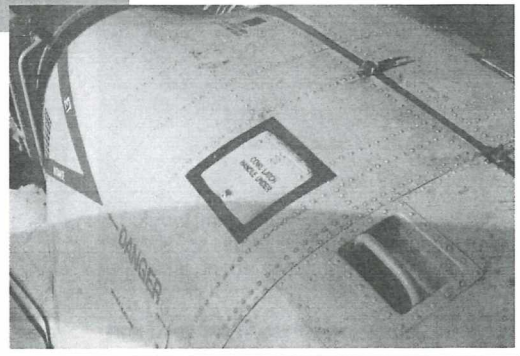


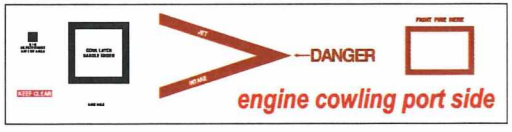
NOTE: the white stripes are applied over the vertical black 'walkway' on the fuselage side above the sponsons as foot guides when climbing up to the service platform around the engines.

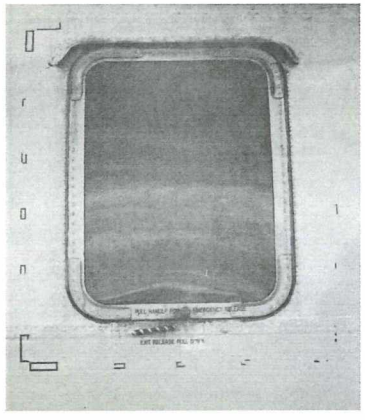


NOTE: total absence of grills and louvres on the top of the engine cowlings on Westland Sea Kings - very prominent on Sikorsky aircraft.

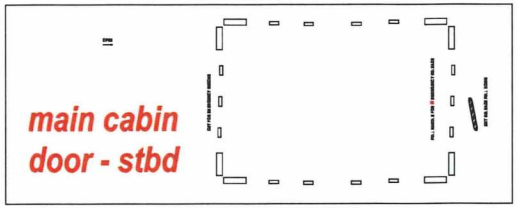


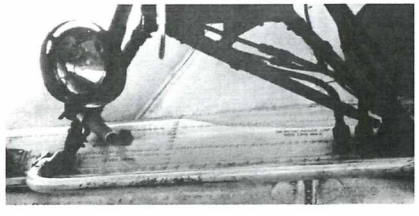


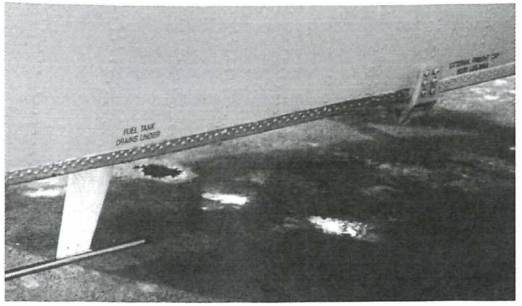


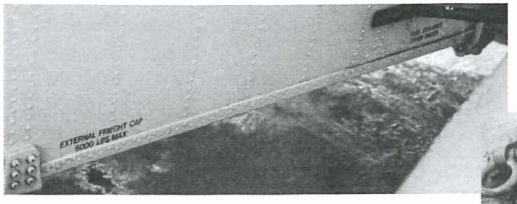


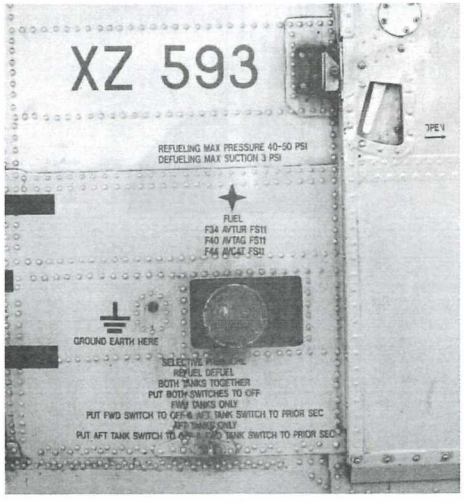
NOTE - very worn chop marks around window - this aircraft was seriously in need of a repaint!!



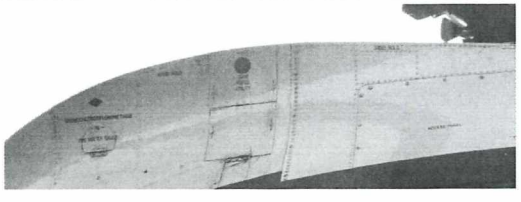




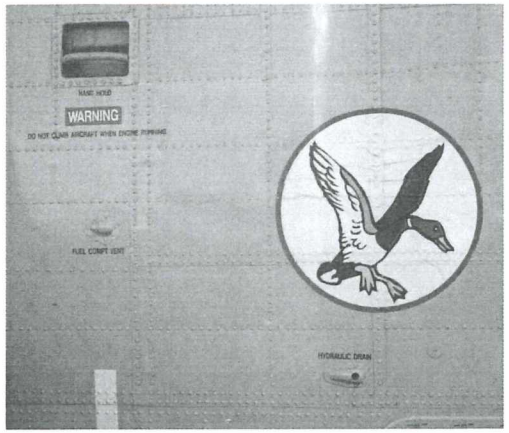




XZ596 is illustrated here simply to show the positioning of the large RAF & RESCUE titles, plus the roundel and serial on the tail boom. XZ593 was similar.



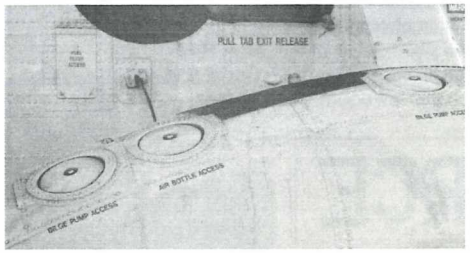
stbd under cockpit

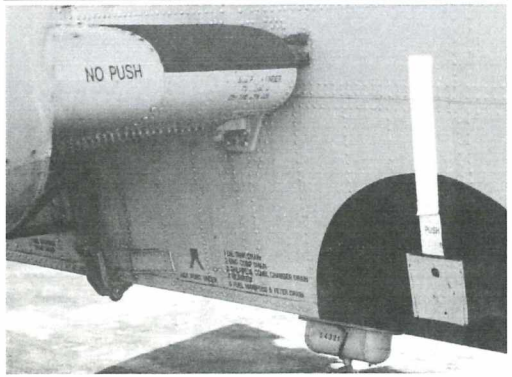


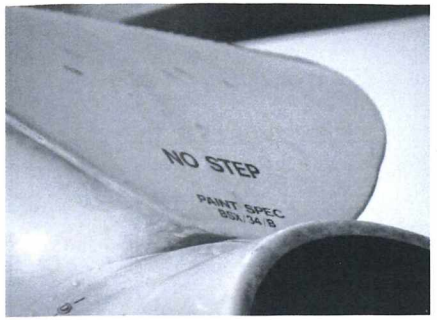
stbd behind cockpit

sponson pylon - stbd

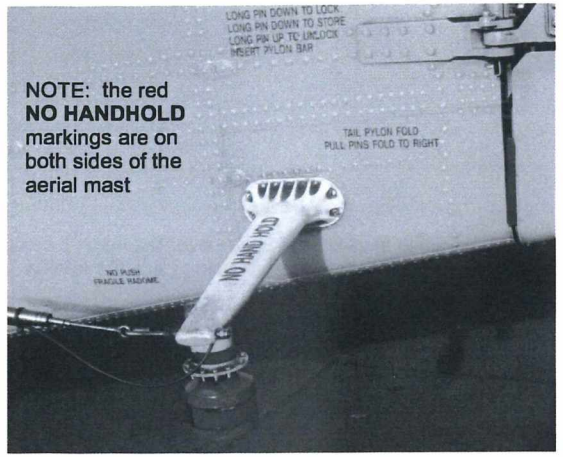
stbd sponson







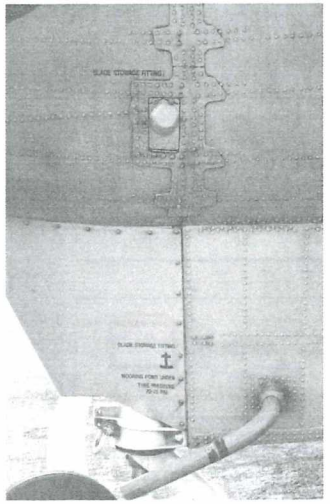
NO STEP top rear - rotor pylon

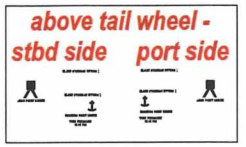


NOTE: the red **NO HANDHOLD** markings are on both sides of the aerial mast

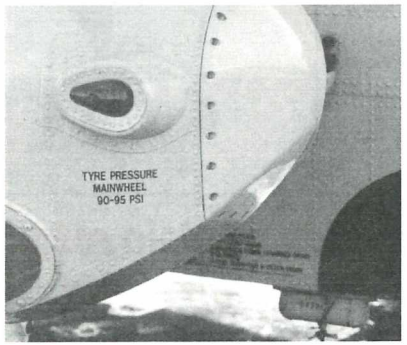
NOTE: safety poster inside cabin on port side above window behind radar cabin - also note coiled cables for intercom system.

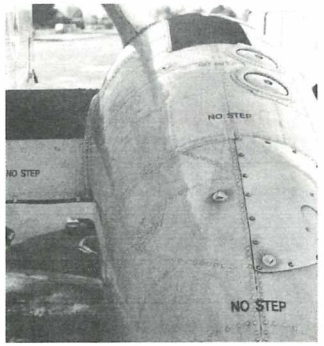
tail rotor pylon - port side

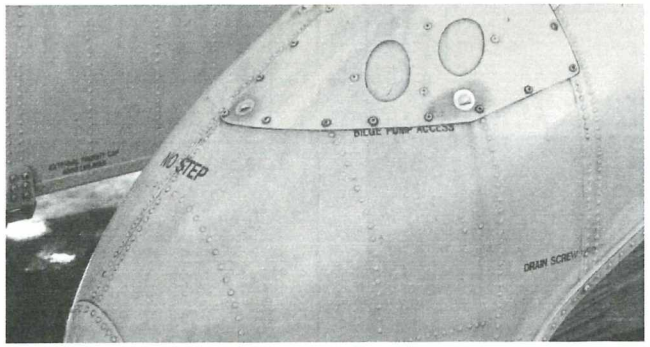




NOTE: heavy staining on rear fuselage and around fuel dump pipe - also note 2 dark metallic bands around fuel dump pipe, tie-down on tail wheel leg and strengthening plates where tail boom meets rear fuselage.

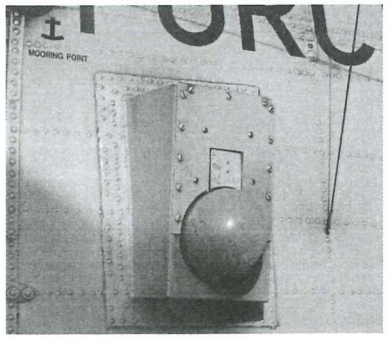


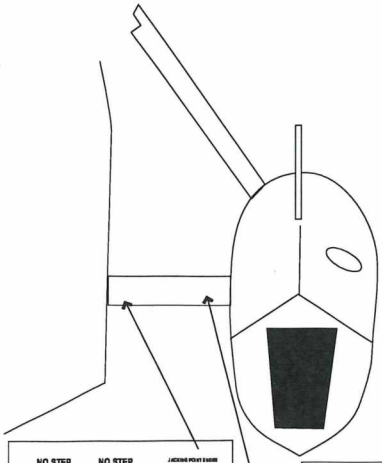


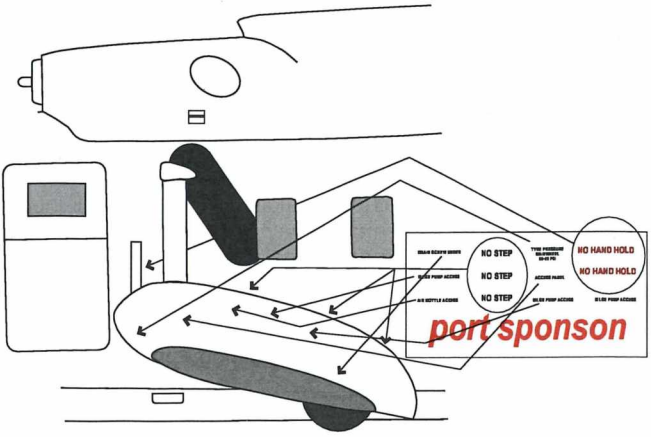


Many, if not all, of the RAF's Sea King HAR.3s are now fitted with a searchlight on the port rear fuselage just aft of the port rear bubble window. The precise location can be worked out using the **ROYAL AIR FORCE** lettering as reference. This light can swivel, and is controlled using a joystick beside the observer's seat.

The mount is golden yellow *(the overall airframe colour)*, and the searchlight itself is medium grey.

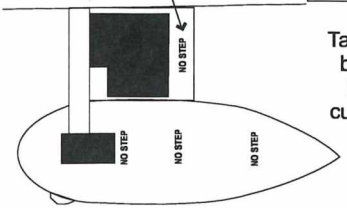




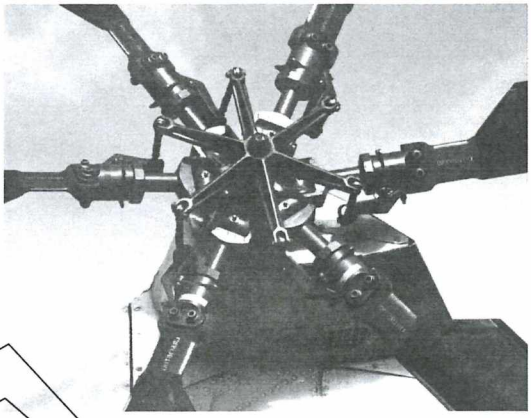


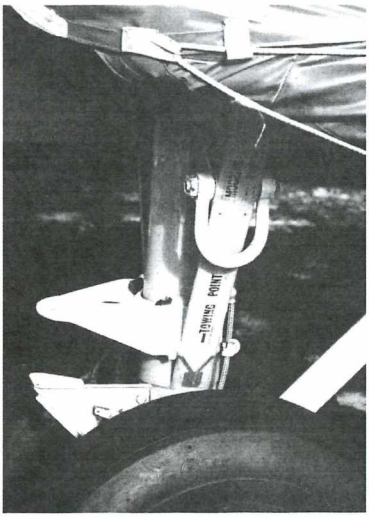
The drawings show data placement on the port sponson and pylon - the starboard sponson was marked in the same way.

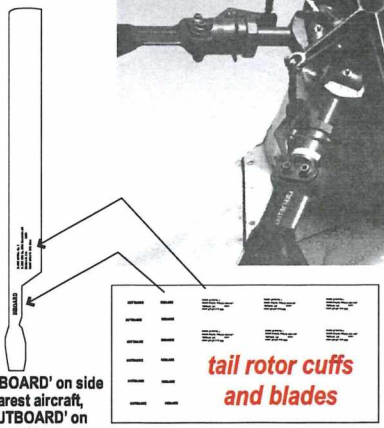
A photograph of the port sponson can be found on the front page of this booklet, together with details of data placement on the aircraft nose, and inside the port side crew door.



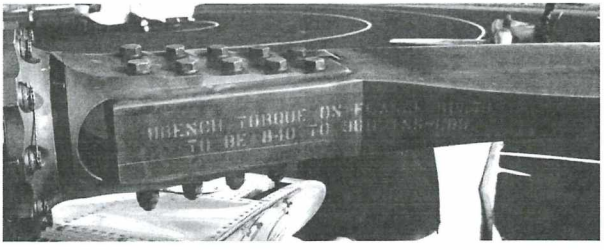
Tail rotor blades: black blade, metal leading edge, red cuffs, red-white-red stripes on tip

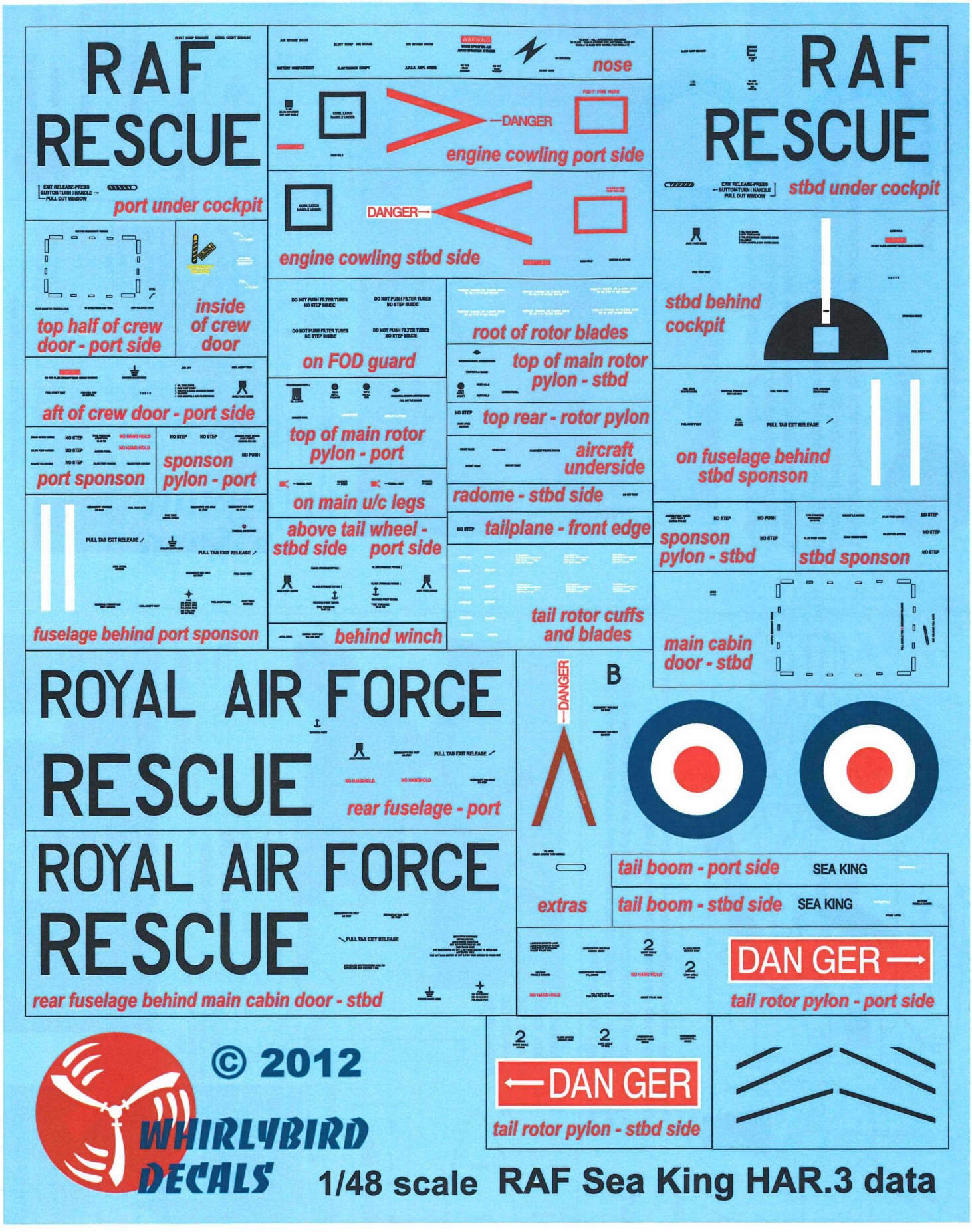






'INBOARD' on side nearest aircraft, 'OUTBOARD' on other side




RAF RESCUE
port under cockpit
nose
engine cowling port side
DANGER
engine cowling stbd side
DANGER
RAF RESCUE
stbd under cockpit
top half of crew door - port side
inside of crew door
on FOD guard
root of rotor blades
stbd behind cockpit
aft of crew door - port side
top of main rotor pylon - port
top of main rotor pylon - stbd
top rear - rotor pylon
port sponson
sponson pylon - port
aircraft underside
on fuselage behind stbd sponson
on main u/c legs
radome - stbd side
above tail wheel - stbd side
port side
tailplane - front edge
sponson pylon - stbd
stbd sponson
fuselage behind port sponson
behind winch
tail rotor cuffs and blades
main cabin door - stbd
ROYAL AIR FORCE RESCUE
rear fuselage - port
DANGER
B
ROYAL AIR FORCE RESCUE
rear fuselage behind main cabin door - stbd
extras
tail boom - port side
SEA KING
tail boom - stbd side
SEA KING
DAN GER
tail rotor pylon - port side
DAN GER
tail rotor pylon - stbd side
© 2012
WHIRLYBIRD DECALS
1/48 scale RAF Sea King HAR.3 data

1/48 scale

Westland Sea King Conversion Set

including Resin, vac-formed plastic and Etched Brass

Generic Instruction Sheet

(for use with the Hasegawa and Revell 1/48 Sea King kits)

General Introduction

Westland Helicopters, which had a long-standing licence agreement with Sikorsky Aircraft to allow it to build Sikorsky's helicopters, extended the agreement to cover the Sikorsky SH-3 Sea King soon after the Sea King's first flight in 1959. Westland proceeded to develop the Sea King independently, integrating a significant proportion of components from British suppliers.

Key changes include the use of a pair of Rolls-Royce Gnome turboshaft engines to replace the original General Electric T58s, and the implementation of an automatic flight control system. As a result, despite appearances, Westland's Sea King is a very different aircraft, with a different crew arrangement, and operations being controlled by an observer rather than the pilot, as well as fitting a search radar.

Royal Navy anti-submarine variants include the HAS2, HAS5 and HAS6. Westlands also developed an airborne early warning version of the Sea King, with the addition of the Thorn-EMI ARI 5980/3 Searchwater radar attached to the fuselage on a swivel arm and protected by an inflatable dome. This allowed the radar to be lowered below the fuselage during flight and for it to be raised for landing. They entered operational service in 1985, being deployed by 849 Naval Air Squadron as Sea King AEW.2s. Three Sea King HAS5/6s were later converted as part of the ASaC Mk7 programme, bringing the Mk7 fleet to 13.

A dedicated search and rescue (SAR) version, the HAR.3, was developed for the RAF Search and Rescue Force, entering service in 1978 to replace the Westland Whirlwind HAR.10. On SAR variants, the cabin was enlarged by moving the rear cabin bulkhead further aft. Other upgrades and changes made to SAR Sea Kings include the addition of radar warning receivers, a cargo hook for the underslung carriage of goods, and the redesigning of the cockpit for compatibility with night vision goggles.

Another Westland variant was the Westland Commando, operated by the Royal Navy as the HC4. The Commando had capacity for up to 28 fully equipped troops, and was fitted with folding blades common to the ASW variants. The HC4 'Commando' became an important asset for amphibious warfare and troop transport duties.

Westland produced a total of 330 Sea Kings; export customers include the armed forces of India, Germany, Belgium, Australia, Norway, Egypt, Qatar and Pakistan.

This set is designed to work with all versions of the Hasegawa 1/48 Sea King kit (also those issued by Revell ©).

It will enable the modeller to convert the Hasegawa kit into a Westland example, and provides most of the airframe and avionics differences required. Not all parts provided here are used for every version, and any additional details required will be provided in the version-specific conversion sets (of which this set will be a part).

produced by

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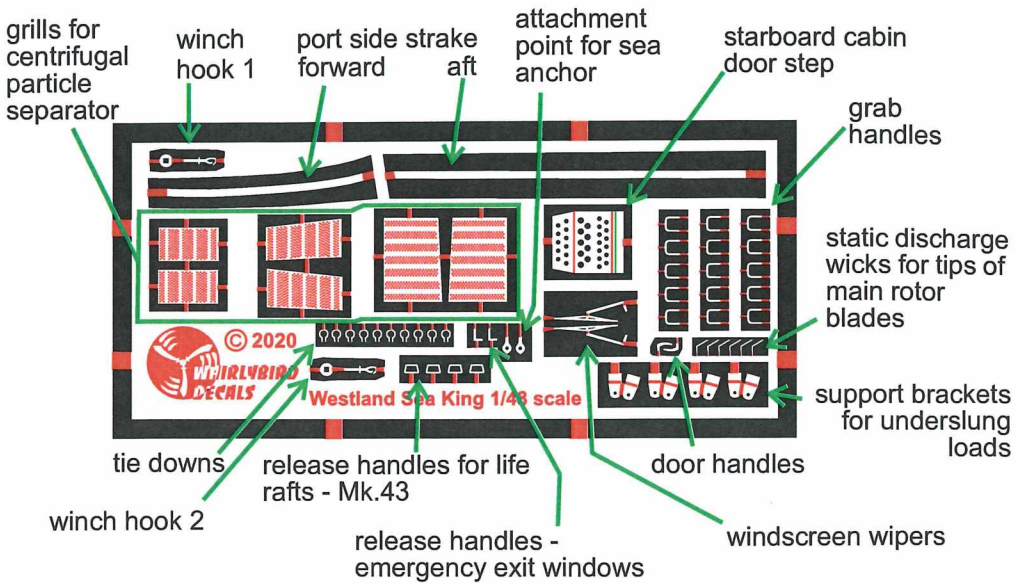
custom decals for the discerning modeler

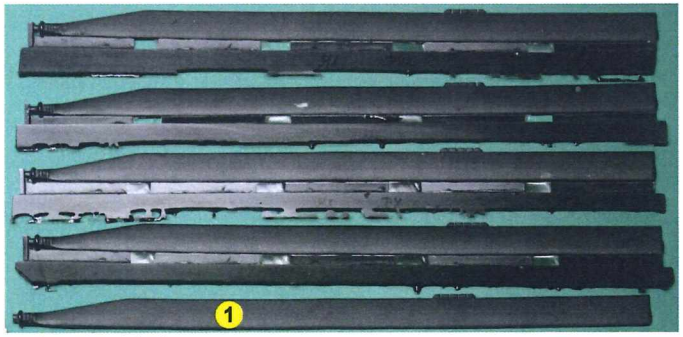
What is provided: the etched brass frets

NOTE: etched brass drawings are reduced in scale to 66.667% of original size to fit page

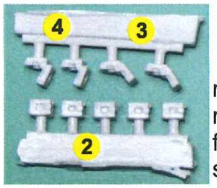


In addition, there is an additional etched brass fret which provides instrument console detail for 3 versions - select the appropriate instrument panels etc. for the version you are making.

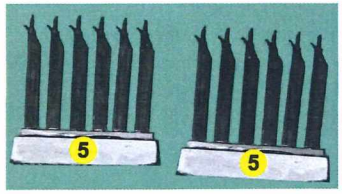
What is provided: the resin parts



main rotor blades

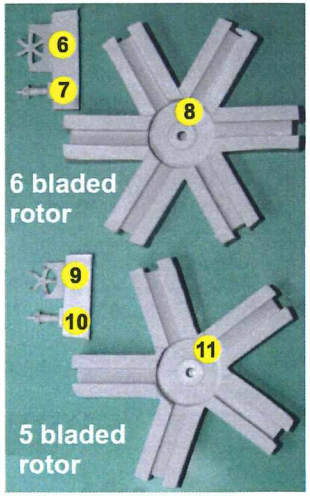


main rotor mounts - folded and spread

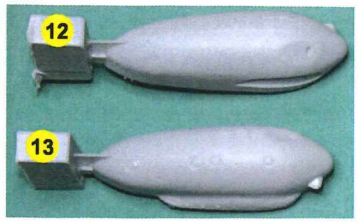


tail rotor blades

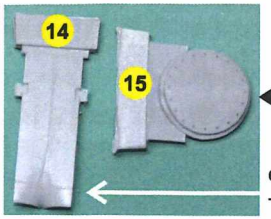
tail rotor jigs



What is provided: the resin parts (continued)

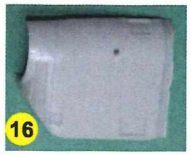


sponsons - port and starboard

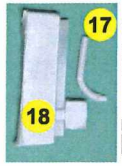


sonar well cover

engine cowling - top

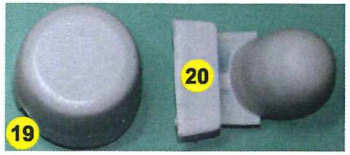


port engine cowling - front



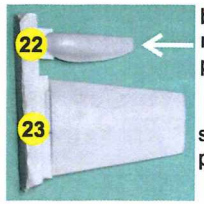
fuel dump pipe

refuelling [point



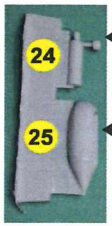
radomes - large and small

centrifugal particle separator



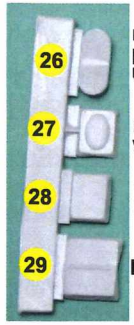
bulge - port main rotor pylon

short tail plane



winch cable

winch body

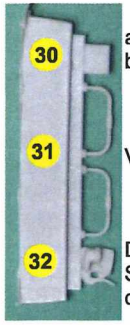


mount for post aerials under nose

radio DF with mount

mount - no radio DF

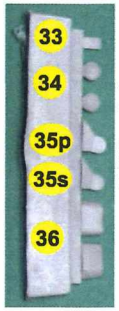
Decca box



active optical blade tracker

VOR aerials

Drallam SACRU 1 cargo hook



mount for probe under port cockpit

domes on spine

glide slope antennae (handed)

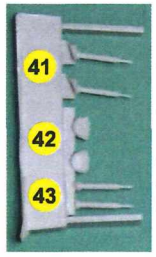
radio altimeter - under nose (handed)

position lights - 2 types

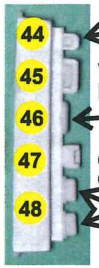
searchlight on winch

spotlight on fuselage aft of winch

bubble windows



post aerials under nose **NB** aerials are handed



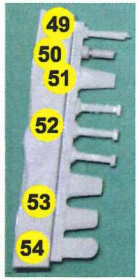
vent behind stbd cockpit

vent under port cockpit

on sliding cabin door

elec compartment exhaust shroud

under boat hull near sponsons



aerial mast on port sponson

I band transponder antenna

upper VHF/UHF antenna

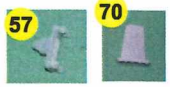
aerial masts on port fuselage side

lower VHF/UHF antennae

nose searchlight

cockpit instrument console and shroud

forward winch mount



mount for cargo hook

lower blade aerial on mount

NOTE: in the Instruction Sheets for our 1/48 Sea King Sets, resin parts are labelled by the part number in BLACK on a YELLOW background. x

Etched brass parts are denoted by the letter "e" on a GREEN background e

NB: Read the Hasegawa and Whirlybird Instruction Sheets before commencing assembly. This will hopefully avoid errors or misunderstandings.

This Instruction Sheet aims to point out the difference in construction between the Hasegawa kit and what is necessary to produce a model of a Westland built Sea King - resin part numbers in YELLOW circle, etched brass parts by "e" on GREEN.

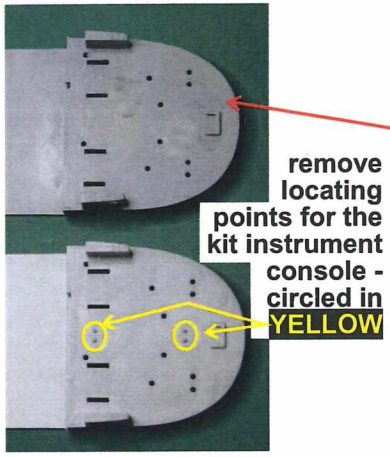
A. Modify kit parts

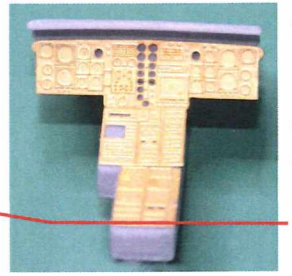
The Hasegawa kit provides parts for a Sikorsky-built Sea King. The fuselage halves in particular require modification to depict a Westland-built aircraft. To see which areas of the fuselage need to be modified, consult the separate sheet ***Fuselage Modification - Westland Sea King (Generic aircraft)*** in conjunction with the Instruction Sheet for the particular variant you wish to model.

B. Cockpit area

See Version Instructions for Cockpit instruments

NB: resin console 55 replaces kit items Q1, B31 and E1





Add etched brass instruments e to resin console - replaces kit item Q3 after painting as desired

Then add the completed instrument console to the painted cockpit area - locate front end HERE

Add etched brass instruments to overhead console B3 e

If desired, replace kit items B4, B5, B21, B22 (yaw pedals)with etched brass items provided.

Build rest of cockpit area as per Instruction sheet. *(Cockpit Assembly section numbers depend on which version of the Hasegawa Sea King kit you use as donor kit)*

Use kit decal for part B34

C. Fuselage build

Finish fuselage interior as described in the Hasegawa kit instruction sheet, except as detailed overleaf, adding cockpit bulkhead (part B52 and rear cabin bulkhead (part B58).

Add detail and paint as desired (the normal Sea King interior colours are those listed in the Hasegawa Instruction Sheets, but replacing FS36231 with Medium Sea Grey)

Add steps to inside of port side crew access door part B30

Engine exhausts parts B56, B57

Bush for main rotor shaft parts B19, B20

C. Fuselage build continued

Assemble fuselage as shown in the Hasegawa Instruction Sheet except:

- Replace part B45 with the port side front engine cowling supplied 16
- Omit parts MA1 on the aircraft nose plate

Use resin part supplied 14 instead of kit part B50 (ensure all grills in part B50 or replacement are filled in - they were not present on the Westland built aircraft)

Photograph above is of an RAF HAR.3 - note no grills

Add the bulge 22 to the port side of the main rotor pylon (on all Westland-built aircraft) in the position shown on the ***Fuselage Modification - Westland Sea King (Generic aircraft)*** sheet

Photograph above is of a RN HAS.6 - note how the bulge is faired in

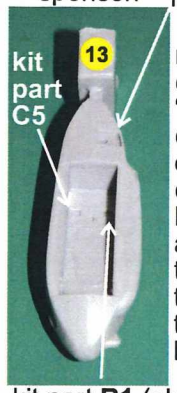
Boat hull

Consult the separate sheet ***Boat Hull Modification - Westland Sea King (Generic aircraft)*** in conjunction with the Instruction Sheet for the particular variant you wish to model to see what areas need to be modified.

Sponsons

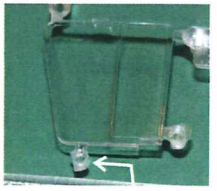
With the exception of some Royal Navy HAS.6 aircraft and some Indian Navy Sea Kings, most Westland built Sea Kings have standard length sponsons. 12 port, 13 starboard

Use the replacement resin sponsons supplied. Kit part C25 has already been included in the replacement sponsons - but add parts C5 and R1 near the rear of the wheel wells (use kit parts B46, B47, B48, B49, R10 and R11 for the stub wings, and parts B23, B24, B28 & B29 for the support struts). Add main undercarriage members and wheels as shown in the Hasegawa Instruction Sheet.



remove a clear plastic "overflow" cylinder from one of the clear parts on kit sprue **R**, and glue it on top of where the hole was to form a light.

cockpit window from kit sprue **R**



clear plastic "overflow" cylinder

C. Fuselage build continued

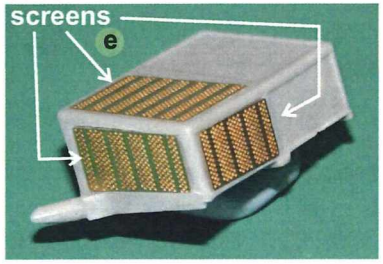
FOD Guard

Two different FOD guards can be seen on Westland Sea Kings - the older "plank" type, and the newer Centrifugal Particle Separator type. Check which is applicable to the aircraft you intend to model.

The older "plank" FOD guard is supplied in the Hasegawa kit - parts B43, B44. Follow Hasegawa Instructions for assembly and installation.

Centrifugal Particle Separator (CPS)

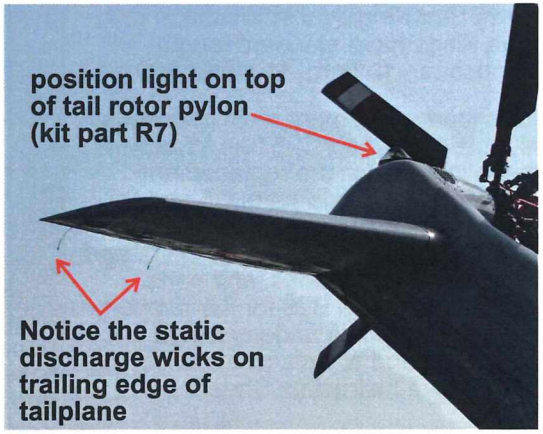
Add the etched brass screens to the resin CPS unit 21 as shown below:



etched brass screens - paint CPS unit and screens separately before installation (screens usually very dark grey - see references). Repeat on port side.

Tailplane

Westland built Sea Kings used the original, shorter version of the tailplane - therefore omit parts L1, L2 and L12, and use the resin tailplane supplied 23 (it does not use a support strut)



C. Fuselage build continued - fuselage common features

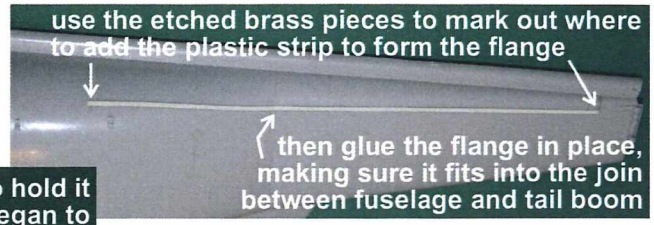
Westland Sea Kings have different avionics and equipment fits depending on the needs and requirements of the individual users.

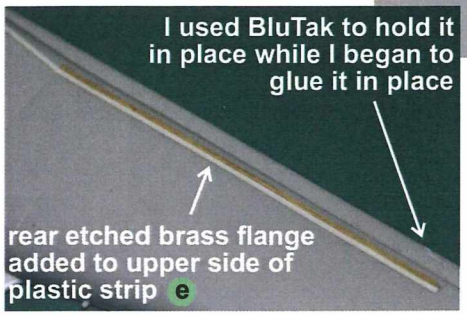
However, some features are common to all versions, and are covered in this section - for the individual users, see the appropriate Instruction Sheet.

Port tail boom and rear fuselage

strake on port tail boom and rear fuselage - this is supplied as 2 pieces of etched brass and a thin plastic strip.

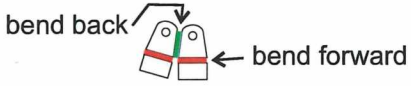
then add the etched brass parts of the flange

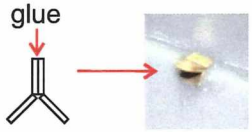




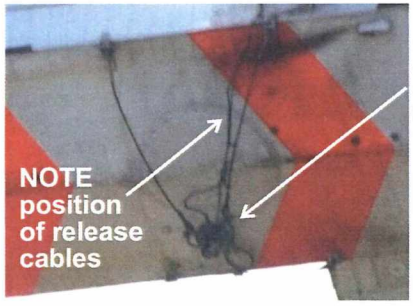
details on port tail boom

underslung load mounts (etched brass) e

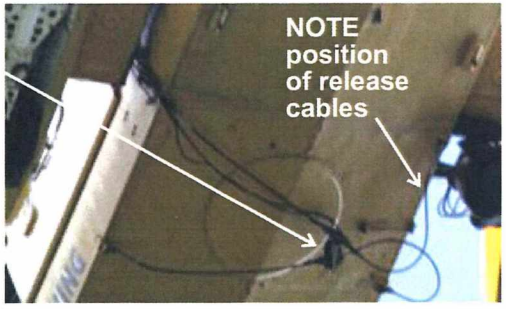




Glue the attachment points to the bottom corner of the fuselage, spacing them either side of the sonar well cover, and ensuring that the weight of the suspended load hangs vertically under the rotor head.

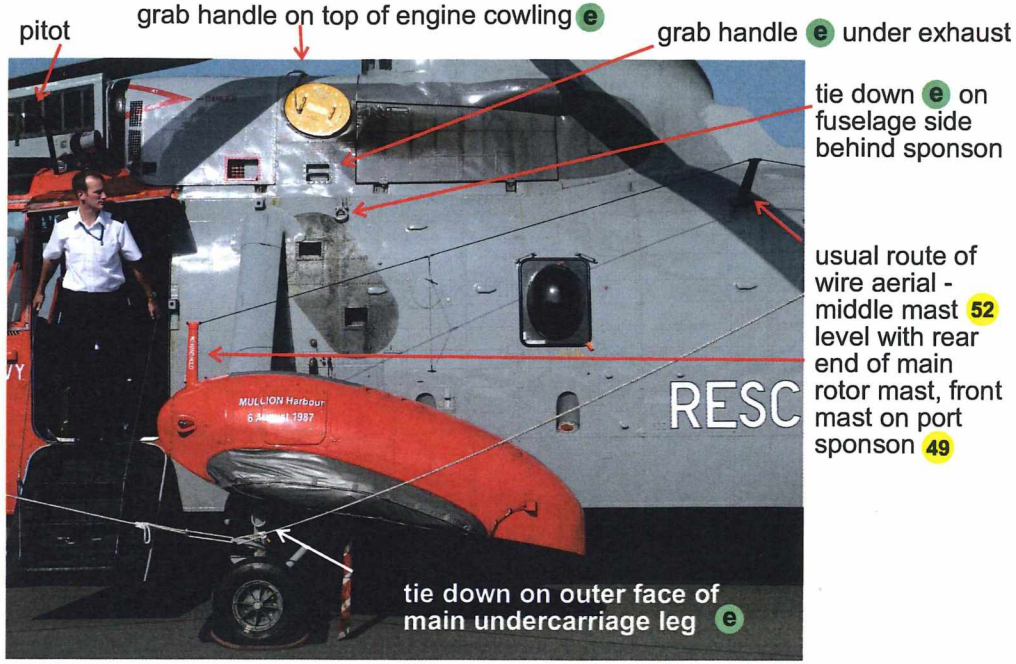


Drallam SACRU 1 cargo hook 32



C. Fuselage build continued - fuselage common features

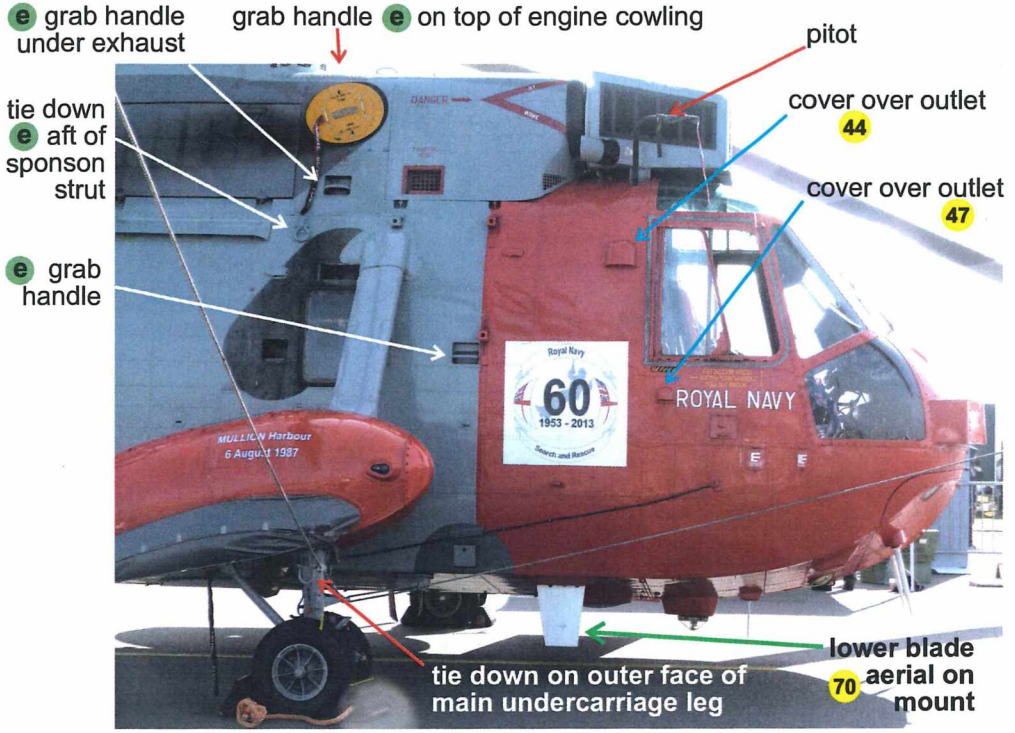
middle port fuselage



front port fuselage

C. Fuselage build continued - fuselage common features

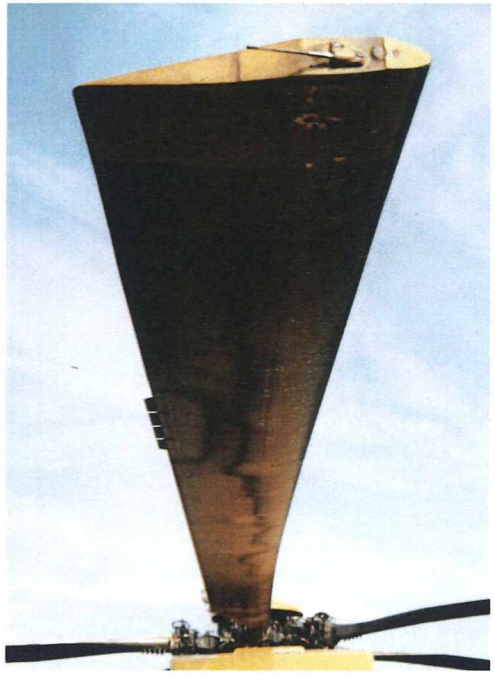
starboard front fuselage



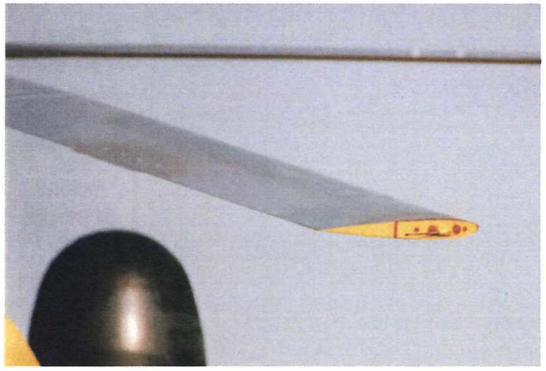
starboard middle fuselage

D. Main rotors

Since the early 1980s, Westland Sea Kings have usually been equipped with composite main rotor blades, to replace the original Sikorsky metal ones. As a result, the main rotor blades on Westland-built aircraft look quite different from those supplied in the kit.

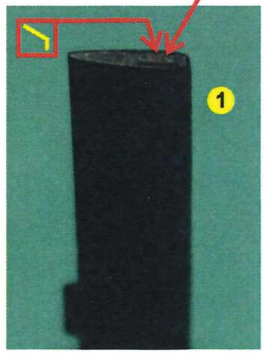


static discharge wick



drill hole in raised area on the end face of the main rotor blades

e then glue the etched brass static discharge wick into the hole you have just made in the end face of each rotor blade



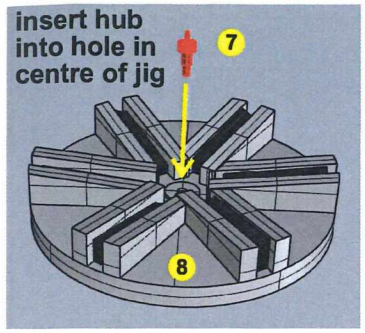
The Hasegawa Instruction Sheet gives quite clear instructions for the assembly of the main rotor (the section number will depend on which version of the Hasegawa kit you use).

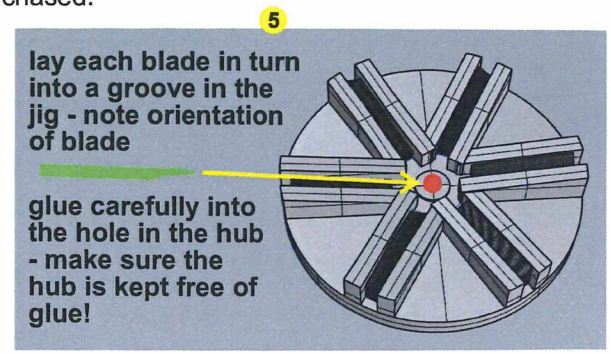
Follow these instructions, but substitute the Whirlybird main rotor blades 1 for kit parts C14, and Whirlybird parts 2 for kit parts B8, B14, B15, C18. C19, C20 to make a spread main rotor. For as folded main rotor, substitute Whirlybird parts 3 and 4 for kit parts B9, B10, B11, B12, B15, B16, B17, B18.

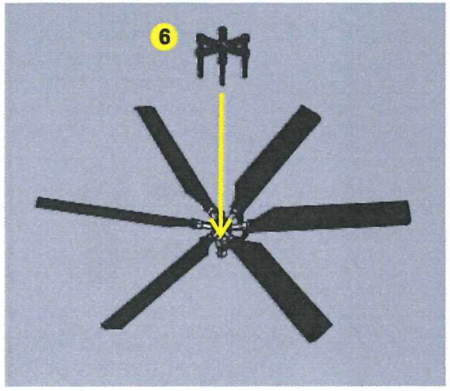
E. Tail rotors

Assembly jigs are provided for both 5- and 6-bladed tail rotors, together with tail rotor blades, 5- and 6-bladed tail rotor hubs and actuating "spiders".

Use the appropriate tail rotor parts for the aircraft you are modelling - check with the Instruction Sheet in the kit you purchased.





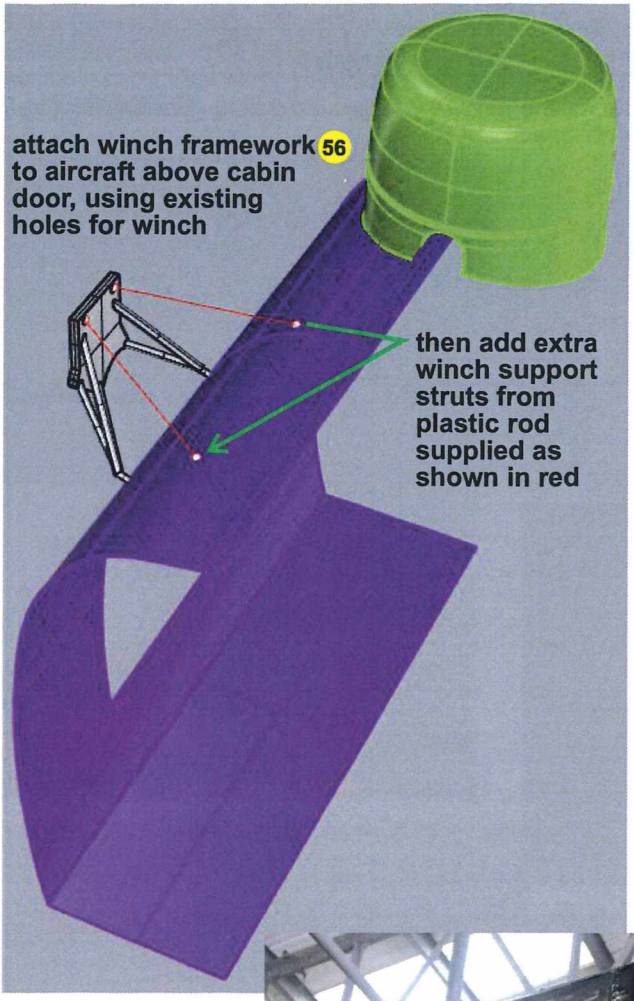


fit the "spider" tail rotor pitch actuating mechanism to the completed tail rotor

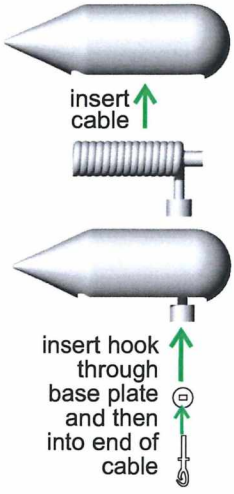
Ensure that the vertical rods of the "spider" are attached to the actuating levers at the root of each tail rotor blade

Note that the jigs produce a tail rotor as it is often seen at rest, with the tail rotor blades aligned in a shallow cone (see photographs of Sea Kings on the ground with power off)

F. Forward Winch - carried by most aircraft



construction of winch body

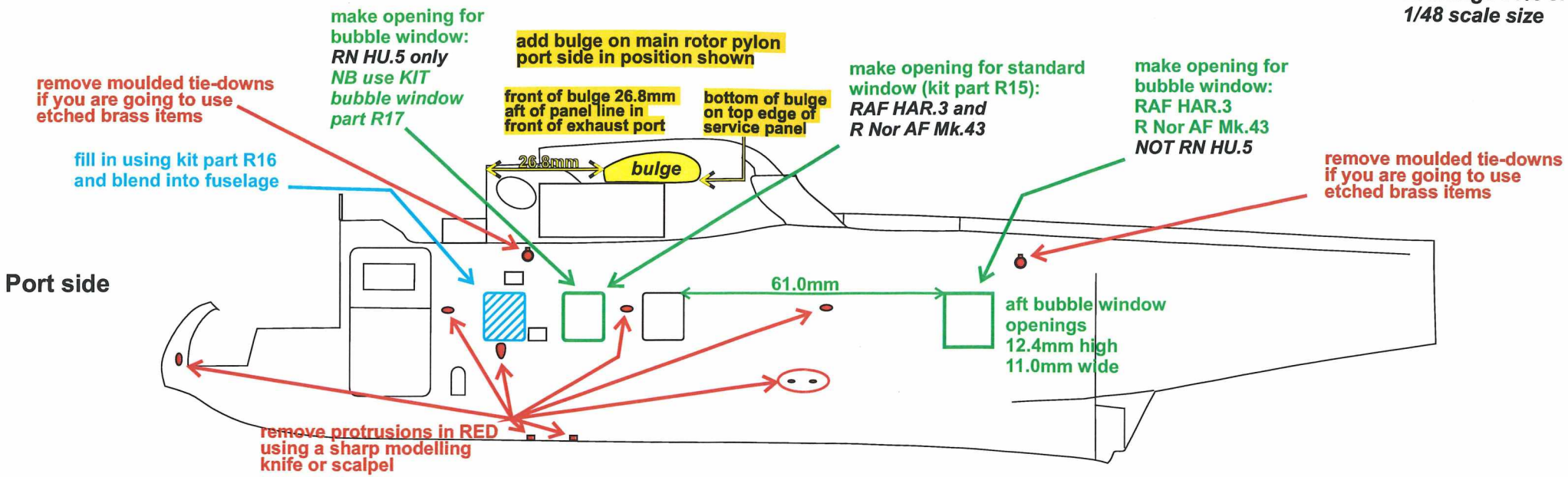


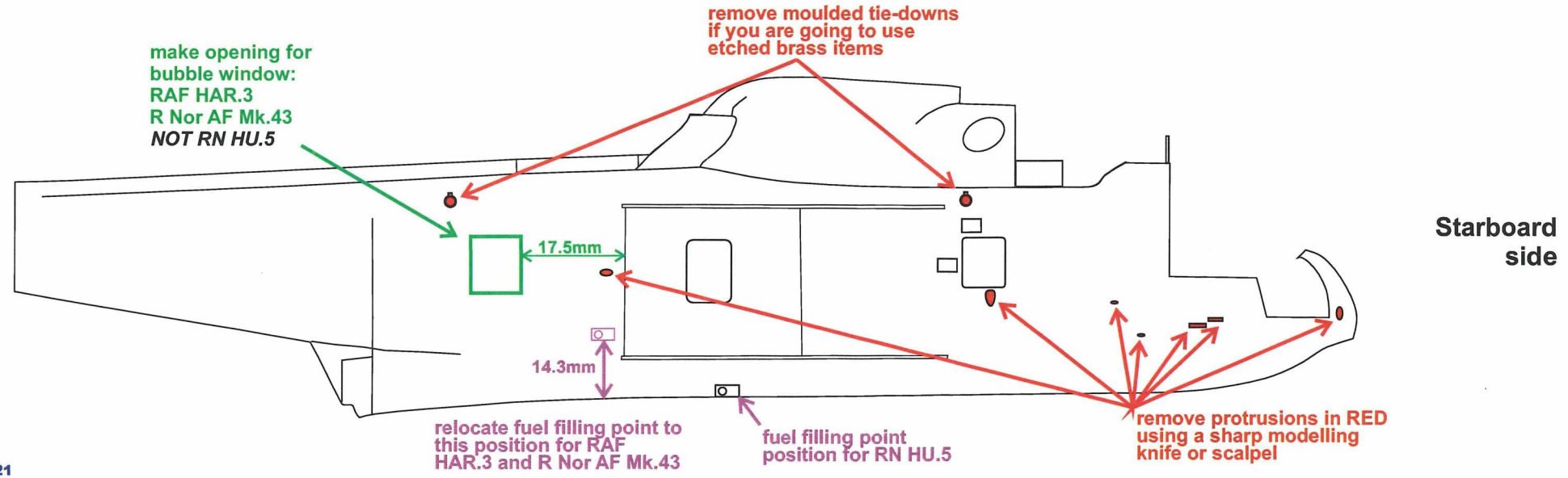
add winch body to mount centrally at the top of the mounting plate

fashion winch cabling from lead wire supplied

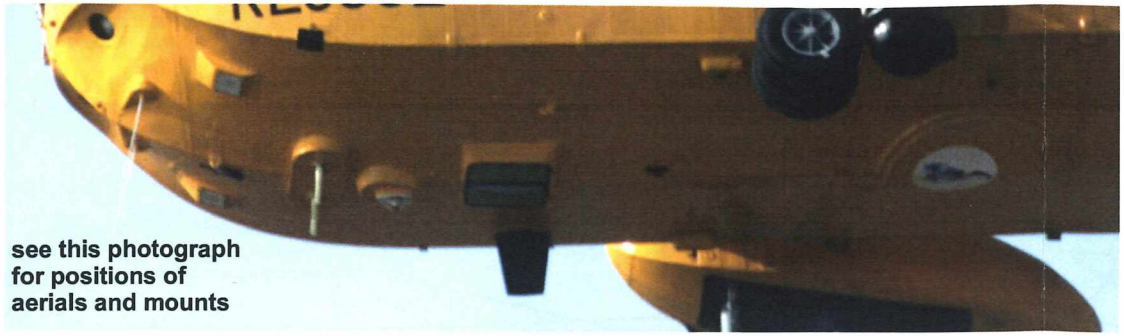
Fuselage Modification - Westland Sea King (Generic aircraft - see individual version Instruction Sheets for further details)

Drawings 75% of 1/48 scale size





Boat Hull Modification - Westland Sea King (Generic aircraft - see individual version Instruction Sheets for further details)



see this photograph for positions of aerials and mounts

Photograph of boat hull is 170% of 1/48 scale size