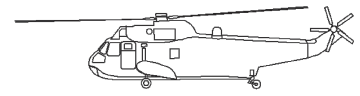


Belcher Bits BB25: APU Tail for CH-113 Labrador 1/48

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Background

The CH-113 Labrador / Voyageur had a long history within 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. 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 as transports, Voyageurs were diverted to the SAR role; both Labradors and Voyageurs were eventually re-built to the same standard through the SARCUP program and all were then referred to as CH-113 Labradors (although keen observers can still tell them apart).

Auxiliary Power Unit

Even prior to the SARCUP program, most Labradors were modified with the tail mounted APU as delivered with the Voyageur. The Academy kit of the CH-46A/D has the correct style tail section incorporating the APU (actually, that kit has two tails, a long chord fin as seen on later CH-46Ds and Es, and the short chord fin with protruding APU as seen on earlier CH-46As). If you want to model an early Voyageur (pre-SARCUP), this kit can be built more or less from the box. Belcher Bits decal BD-19 provides all the markings you will need.

If you want to model an early Labrador, the Academy kit of the KV-107 (representing the Kawasaki-built variant of this helicopter) can be used without much modification, except for some changes to side windows.

However, if you want to model later Labradors, or post-SARCUP Voyageurs, you will need the KV-107 kit for the big sponsons, and an APU tail. Rather than buying two kits, this resin set allows you to graft the APU tail to the KV-107 kit.

The KV-107 kit provides the parts needed for a CH-113 although they are not covered in the instructions. The hoist is parts H17 & H18, the inlet screens are F28, F29 and 2 x F40, the nose radome is F27 and the CPI is F30.

Installation

Simplicity itself. Cut along the panel line on the kit and discard the trailing edge. If you want to have the rear rotor turn, you will need to file a groove in the resin part so that there will be a hole up top. Fit the resin part and glue using cyanoacrylate glue.

Other Modifications Needed

One difference between Labradors and Voyageurs were additional clear areas in the nose. These were not changed during SARCUP so the extra glass is the one easy way to tell an ex-Voyageur. Luckily, the Academy kit provides a full clear nose piece, so this is really just a matter of some additional masking.



Above left, the Labrador (post-SARCUP with radome). Right, the ex-Voyageur CH-113 Labrador. Note that starboard outboard clear panel has a small corner extension which is NOT present on the other side.

Sponson Differences

Original Labs were fitted with a 450 gallon sponson tank. When the Voyageurs were converted, those tanks were no longer available, and they used instead 500 gallon sponson tanks from Kawasaki; these were about 9 inches longer at the front end. The difference is subtle but you can see it if you look hard and compare the end of the tanks to the windows. The Academy kit provides the longer tanks, so if you want to depict a Labrador, you could elect to shorten the tanks by about 3/16". It is not an easy chop, so I would not recommend it. Finally, Labrador sponson struts were flat bar shaped, while ex-Voyageurs were round bar.