

LIMITED EDITION!

CED48008
CED72008

Sea Kings

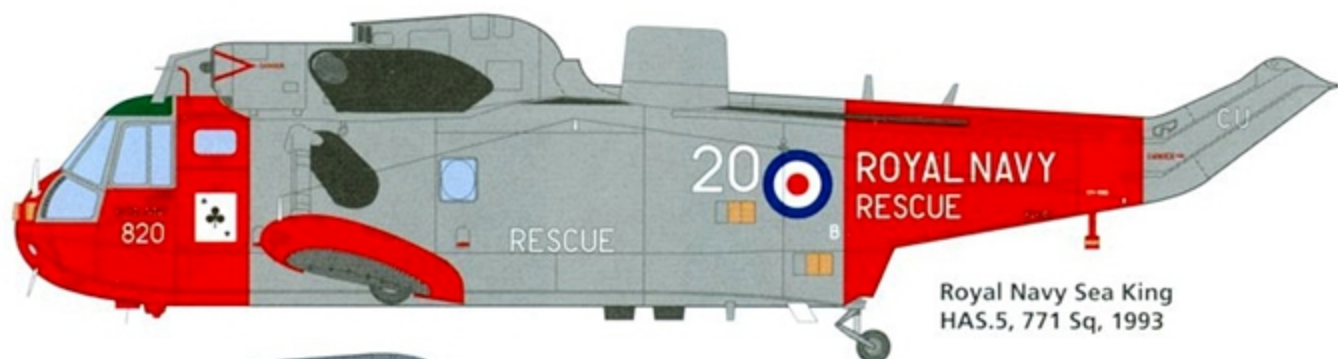
#1



USN SH-3A, HS-5, 1963



Royal Norwegian Air Force
Sea King Mk. 43, 330 Sq, 1974



Royal Navy Sea King
HAS.5, 771 Sq, 1993



Royal Canadian Navy
CHSS-2, HS-50, 1964

Recommended kits:
1/48: Hasegawa (+ Cutting Edge conversions)
1/72: Fujimi

**Cutting
Edge**

MODELWORKS

® P.O. Box 3956
Merrifield, VA 22116
USA

Sea King HAS.5

XV647/820
771 Sq, Royal Navy
RNAS Culdrose, 1993



Sea King Mk. 43

#069
330 Sq, Royal Norwegian Air Force
Bodo, Norway, 1974



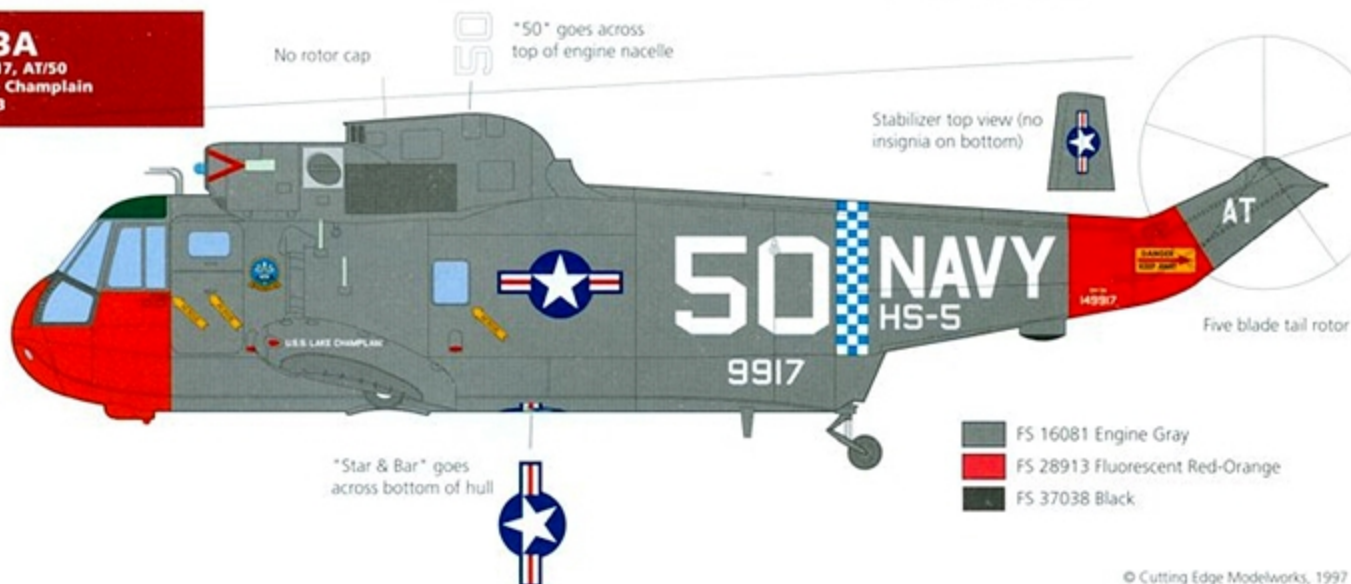
CHSS-2 Sea King

#4001/01
HS-50, Royal Canadian Navy
Shearwater, Nova Scotia, Canada, 1964



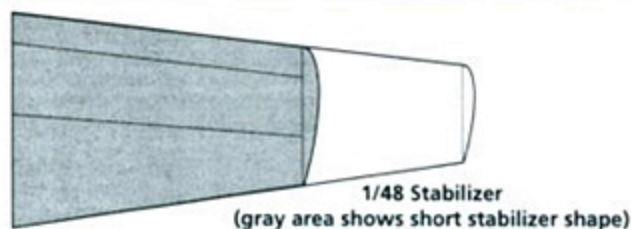
SH-3A

BuNo 149917, AT/50
HS-5, USS Lake Champlain
1963



General Notes

- These helicopters are all early model Sikorsky SH-3As or Westland-built aircraft; as such their airframes differ from the 1/48 Hasegawa kit in a few respects. Available 1/72 models can be built essentially from the box.
- Antennas, radomes, etc., vary considerably between the variants, and often on the same variant over time—so check your references!
- Remember that except for the RN Sea King HAS.5, the reddish areas on all the helicopters on this sheet are various fluorescent dayglo colors, which does not come across adequately on the 4-color printed instructions.
- Differences to look for include:
 - “Short” sponsons, without the antisub rear extensions.
 - Five blade or six blade tail rotor.
 - Spine radomes on Westland aircraft (EKCO AN 391 radome [the smaller “thimble” type] or MEL ARI 5991 [the larger, flat topped radome]).
 - Short stabilizer SH-3A & Westland-built machines (see diagram below). For 1/48, cut the kit stabilizer to the length shown in light gray, round the tip, and rescribe the panel lines. Note the short stabilizer does NOT have a support strut.



- In general, the “bible” for Westland Sea King information is Patrick Allen’s *Sea King*, listed in the References section. Information on USN Sea Kings is available from many sources.

Notes on Specific Aircraft

RN Sea King HAS.5

- The Signal red paint covers the entire sponson & strake; the strake has a matt black walkway similar to the Norwegian aircraft.
- Main rotor tips are glossy orange yellow; the blades are matt dark green on top and matt black underneath.
- Tail rotors have matt black blades with red/white/red warning stripes.
- Note the large MEL AIR 5991 spine radome.
- Note the Extra dark sea grey walkways on top the spine.
- Both sponsons are “short” (as per Cutting Edge conversion CEC48038); some could references could lead you to believe the right sponson has antisub fittings, which it does not.
- See Allen’s *Sea King* book for excellent details on the myriad of antennas, bumps, etc.

RNoAF Sea King Mk 43

- Note EKCO AN 391 radome on spine.
- Main rotor tips are glossy orange yellow; the blades are matt dark green on top and matt black underneath.
- Tail rotors have matt black blades with red/white/red warning stripes.
- We’ve provided extra decals for Sea King Mk 43B “071,” which had the larger MEL ARI 5991 spine radome and additional nose radome, as well as numerous other equipment changes. See Allen’s *Sea King* book for details.

RCN CHSS-2

- This Sikorsky-built helicopter was the first Canadian CHSS-2 Sea King (later redesignated CH-124), and was built to SH-3A configuration. Specific items are:
 - No foreign object damage (FOD) deflector.
 - No “beartrap” probes (for landing on small Canadian warships).
- Note lack of flotation bags on the sponsons (file off plastic or resin sponsons).
- Both pitot tubes are on the right side.
- A couple of comments about Canadian colors (colours?) and color names: all Canadian color names and matches in this set come from IPMS-Canada’s *Canadian Colours Guide*, and vary somewhat from various published articles on Canadian colors (including some in *RT*, the official publication of IPMS-Canada!). Specifically, the original RCN scheme is sometimes listed as Light Sea Grey (equivalent to British Sea grey medium) and Dark Sea Grey (equivalent to British Extra dark sea grey). Also, the official Canadian color standard (1-GP-12) changed from the “b” version to the “c” version at some point

during this period, significantly changing the color codes for existing colors. Confused yet? I am, so if you understand this please explain it to me!

Anyway, the following table gives the various names and designations of the colors used—and you can just rely on the FS 595 color number and be correct:

Name	1-GP-12b No.	1-GP-12c No.	FS 595 No.
Dark Grey	1-9	501-102	FS 16081 (but slightly darker)
Light Grey	1-13	501-106	FS 16314
Day-Glo	8-5	609-401	FS 38903 (but slightly more red)

USN SH-3A

- This early aircraft was built without the sponson flotation bags; our photos show that they were retrofitted later, so you can build this scheme either way
- Both pitot tubes are on the right side.
- No rotor cap on this aircraft.
- Paint starters (engine intake “bullets”) light blue to match decal.

FS 595 Color Cross References:

(taken from the *IPMS Color Cross-Reference Guide*—used with permission)

FS 11350	Xtracolor X14, Humbrol 174
FS 16081	Xtracolor X129, Humbrol 32, Gunze Sangyo H339/H068/H301
FS 36118	Xtracolor X5/X130, Humbrol 123 & 125, Gunze Sangyo H333/H032/H075/H305, Modelmaster 1723
FS 26270	Xtracolor X3/133, Humbrol 165 & 126, Gunze Sangyo H335/306, Modelmaster 1725
FS 16314	Xtracolor X143, Gunze Sangyo H334
FS 37038	Any black
FS 17925	Any bright white
FS 28913	Testors 1875
FS 28915	Humbrol 192, Modelmaster 1775

Related Conversion Sets

Only minor changes are required for 1/72 models, so the available conversion sets are in 1/48:

CEC48038	Sea King Short Sponsons & MEL ARI 5991 Spine Radome & EKCO AN 391 Spine Radome
CEC48094	Sea King Six-Blade Tail Rotor

References

Canadian Colours Guide, IPMS-Canada, 1989
Colours Review, by Michael J. F. Bowyer, *Airfix Magazine*, February 1973.
IPMS Color Cross-Reference Guide, by David H. Klaus
Sea King, by Patrick Allen, *Airlife*.
Sea King, by Roger Chesneau, *Aeroguide 10*, Linewrights, 1985.
Sea King, by Keith Melville, *AirFrame*, September 1990.
Sikorsky SH-3 Seaking (sic), *Famous Airplanes of the World #15*, 1989.
 Various issues of *RT* (Random Thoughts, IPMS-Canada), especially Vol 15, #3 (1982).

Applying the Decals

You probably already know all this stuff, so feel free to use your regular process...however, if you’re new to aftermarket decals, here goes:

- Generally, use the Microscale Finishing System. We don’t recommend extremely strong decal solvents such as Solvaset.
- Your model must have a smooth, glossy surface, as decals won’t adhere well to matte surfaces. Use gloss paints or your favorite clear gloss overspray over matte or semigloss paint.
- Cut each subject out *without* trimming off the slight excess film (this helps the decal film disappear when dry).
- Put the decal in warm water that has a drop or two of liquid dishwashing soap or photo-flo for 10 seconds.
- When the decal will slide off the backing paper without forcing it, apply it to the proper position on your model. Slide the backing paper out from underneath
- Gently blot off excess water and smooth out bubbles under the decal surface. If you wish, carefully brush on a mild decal softener such as Micro-Sol.
- When all decals are completely dry, gently wash off all excess decal adhesive
- Finally, overcoat your model with a good quality gloss coat, followed by your choice of matte or eggshell clear topcoat.

Credit where it’s due

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