

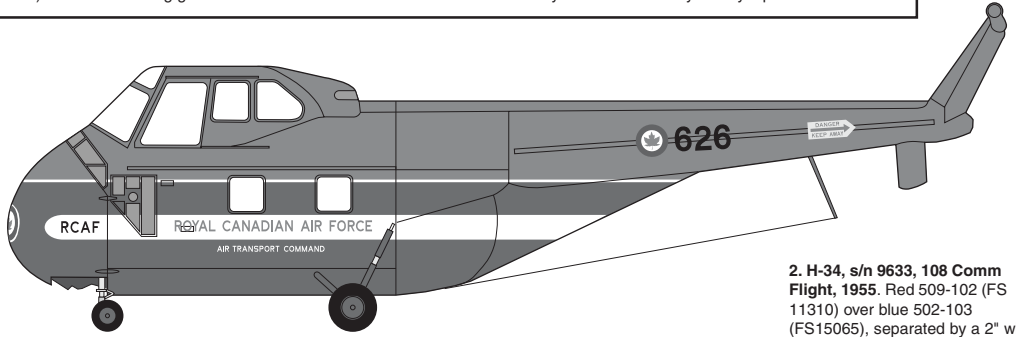
**Sikorsky H-19 and H-34 in Canadian Service**

Construction on the Mid-Canada Line, a series of early warning radar sites along the 55th parallel, started in 1954. The RCAF Air Transport Command was responsible for logistic support and because of the rugged and isolated nature of the terrain, the use of helicopters was required. No civilian operators had the capacity for a job of this size and so 108 Communications Flight was formed in 1954. Initially equipped with six Sikorsky H-19s, it was augmented by six Vertol H-21s drawn from SAR units (and six H-21s borrowed from the USAF) as well as an additional six new-build H-21s and six Sikorsky H-34s. In May 1955, 108 Comm Flight began work in site surveying and transporting men and materials for construction work. This continued until 1957, when 108 Comm Flight became 5 OTS responsible for training H-21 and H-34 pilots for SAR work. The Sikorsky H-19 had a short life in the RCAF, used only for work on the Mid-Canada line, after which they were sold to Okanagan Helicopters. The larger and more capable H-34s were retained for use in Base Search and Rescue flights, where they remained until replaced by the CH-118 in 1970.

**Modelling the H-19 and H-34 in 1/48**

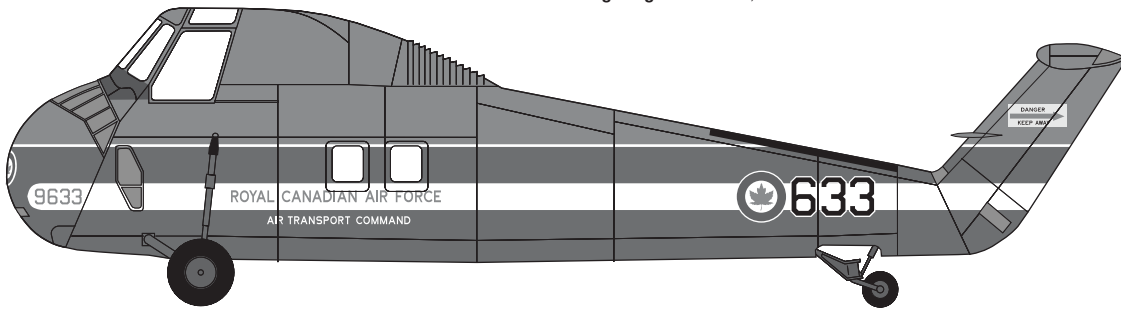
The Revell H-19 is accurate in outline but suffers from too-heavy rivet detailing. The cockpit needs lots of work as well. The Revell CH-34 (now hard to find) is very well done, but again the cockpit is inaccurate (there should not be a floor). The main landing gear should be modified to use the bent tube strut style rather than the yoke-style provided in the kit.

1. H-19, s/n 9626, 108 Comm Flight, 1955. Red 509-102 (FS11310) over blue 502-103 (FS15065), separated by a 2" white cheatline. There is a 12" white band on the side, the rounded forward end stopping about 24" back from the nose centreline. On the band in red letters is ROYAL CANADIAN AIR FORCE; below the band in smaller white letters is AIR TRANSPORT COMMAND. On the starboard side, AIR is on the fuselage, the rest is on the door. On the tail boom is a roundel and '626' in black letters. The numbers are to the left of the roundel on port and starboard sides. There is a 16" RCAF roundel on the nose. The tail rotor warning arrow is yellow with red letters. Main rotors are black with yellow tips; tail rotors are black with 6" red /6" white /6" red tips.



2. H-34, s/n 9633, 108 Comm Flight, 1955. Red 509-102 (FS11310) over blue 502-103 (FS15065), separated by a 2" white cheatline. There is a 15" white band on the side, the rounded forward end stopping about 36" back from the nose centreline. On the band in 6" red letters is ROYAL CANADIAN AIR FORCE, with 9633 in 8" red letters at the front; below the band in smaller white letters is AIR TRANSPORT COMMAND. On the starboard side, AIR TRANSPORT COMMAND is on the fuselage, COMMAND on the door. The fuselage roundel and black code letters have a white surround. There is a 16" RCAF roundel on the nose. The tail rotor warning arrow is yellow with red letters. Main rotors are black with yellow tips; tail rotors are black with 6" red /6" white /6" red tips.

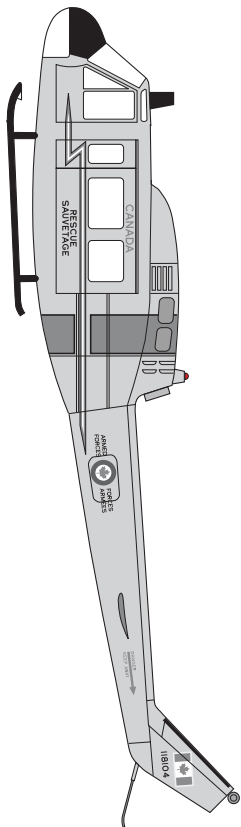
H-19 / H-34 References  
High Flight Vol.2 No. 4, DND Photos



**Belcher Bits Decal BD2: Canadian Air Force Helicopters 1/48**

The Royal Canadian Air Force and later, the Air Command of the Canadian Armed Forces have used rotary winged aircraft in a variety of roles from utility to search and rescue and tactical transport. Requirements for twin engine reliability led to the development of the Bell Twin Huey which has since proved a worldwide success. This decal sheet provides markings for the following aircraft:

1. H-19, 108 Comm Flt, 1955.
2. H-34, 108 Comm Flt, 1955
3. CH-136 Kiowa, 3CFFTS, 1971 (initial training scheme)
4. CH-136 Kiowa, 3CFFTS, 1987 (Final training scheme)
5. CH-136 Kiowa, 10 TAG, 1980 (initial tactical scheme)
6. CH-136 Kiowa, 10 TAG, 1987 (final tactical scheme)
7. CH-139 Jet Ranger, 3CFFTS, 1987
8. CH-118 Iroquois, 403 Operational Training Sqn, 1970
9. CH-118 Iroquois, Base Rescue Flight, CFB Cold Lake, 1973
10. CH-118 Iroquois, Base Rescue Flight, CFB Chatham, 1980
11. CH-135 Twin Huey, SAR Flight, CFB Trenton, 1985
12. CH-135 Twin Huey, 10 TAG, 1975 (initial tactical scheme)
13. CH-135 Twin Huey, 10 TAG, 1980 (intermediate tactical scheme)
14. CH-135 Twin Huey, 10 TAG, 1987 (final tactical scheme)



**Other 1/48 Belcher Bits helicopter products available:**

- BB1: Resin sponsons and radome for CH124 Sea King
- BB2: Resin sonobuoy launchers and CPI for CH-124A
- BB3: Resin Gulf War mods (FLIR turret, ALE-37, M-130, ALQ-144) for CH-124A
- BD1: Canadian Navy Helicopters decal sheet (HO4S, CH-124)
- BK2: Complete resin kit of Sikorsky HO3S, with decals and optional versions.
- BK5: Complete resin kit of Westland Navy Lynx with decals, optional weapons.
- BK6: Complete resin kit of Westland Army Lynx with decals, weapons.

**Other products available; contact us for a free product listing**

**Belcher Bits**



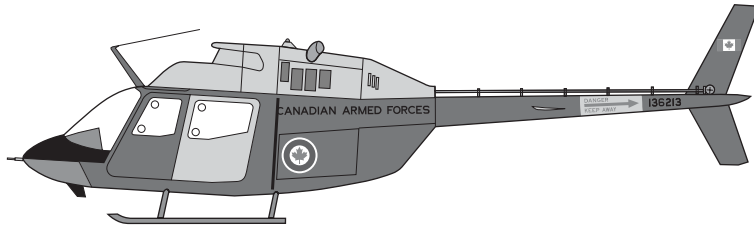
33 Norway Spruce St, Stittsville, ON, Canada, K2S 1P3  
Phone: (613)-836-6575, e-mail: [info@belcherbits.com](mailto:info@belcherbits.com)

## Bell Kiowa / Jet Ranger in Canadian Service

In 1971, four helicopter squadrons were formed within 10 Tactical Air Group, equipped with a mix of CH-135 Twin Hueys and CH-136 Kiowas. The CH-136 was intended to be used in the LOH (Light Observation Helicopter) role, for which the original Bell OH-4 was developed. Initially, the Kiowa was also used in a training role to provide initial rotary wing flight training. The Kiowa performed well in the LOH role but was underpowered. For highly trained tactical pilots, this lack of power was acceptable but for student pilots, a more forgiving power reserve was required and in 1978, more powerful Bell 206 JetRangers were bought and used in the training role as the CH-139. Distinguishable from a Kiowa by different doors and engine cooling screens as well as a fairing over the tail rotor gearbox, these machines are not seen in tactical schemes, although they have been used on UN missions as liaison aircraft. In 1995, CH-136 Kiowas were phased out of service. They, along with the CH-118 and CH-135 are being replaced with a single type, the CH-146 Griffon (similar to the Bell 412).

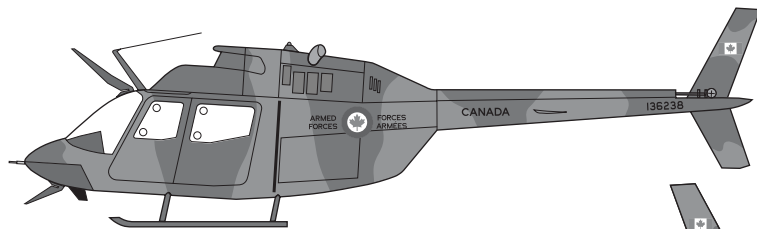
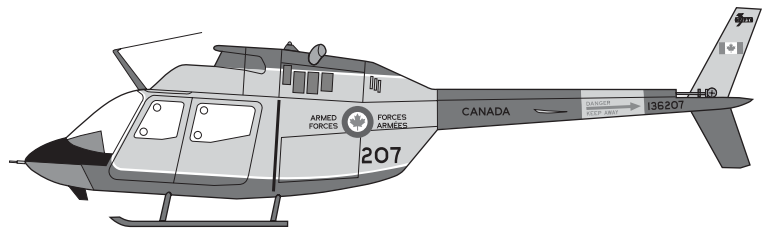
Modelling the Kiowa / Jet Ranger in 1/48

Both Fujimi and Heller make a Jet Ranger in this scale but the better kit by far is the ESCI /ERTL release. It is accurate, well detailed and was released in both OH-58 Kiowa (with uncovered tail rotor shaft) and AB 206 JetRanger variants. One point to note is that the engine cooling louvres are Kiowa style; if you wish to represent a JetRanger, you should change these. Also note that many Kiowas were seen with the tail rotor shaft covered, but the gearbox was always exposed. JetRanger gearboxes are enclosed in an enlarged fairing.



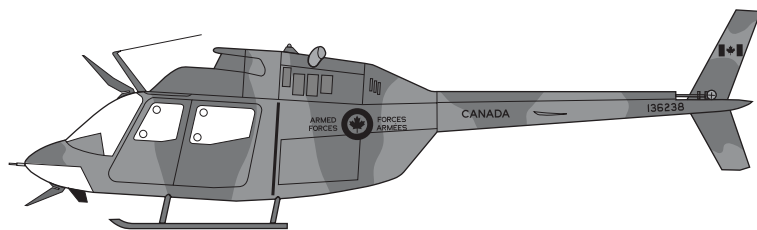
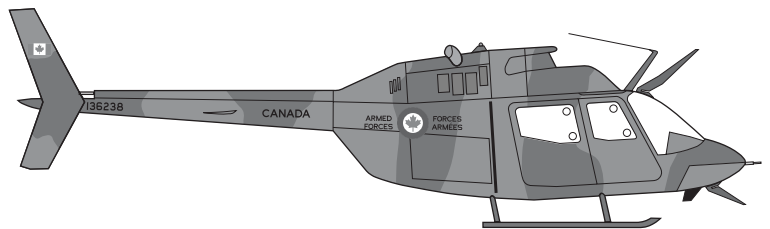
**3. CH-136 Kiowa s/n 136213 ca. 1971:** Initial training scheme of overall green 503-102 (FS14097) with yellow 505-101 (FS13538) rear doors, engine cowling, stabilizers and 33" tail rotor band. Landing skids, struts and antennas are black. Roundel has a white surround and is repeated on aircraft bottom in line with the front doors. CANADIAN ARMED FORCES is in black on the port side, FORCES ARMEES CANADIENNES is on the starboard. The upper nose is black with 4" white 213 at the front, while the s/n 136213 is in 4" black letters on each side of the tailboom behind the rotor warning band. Canadian flag on both sides of the fin. Main rotors are light grey on top, black below with 6" yellow tips. Tail rotors are red with a 6" wide white stripe, 6" in from tip.

**4. CH-136 Kiowa s/n 136207 3CFFTS ca. 1980:** Final training scheme; same colours as above but yellow areas expanded and bordered top and bottom by a thin white cheatline (use the stripes included on the sheet). AF/FA roundel on both sides as well as 207 in 8" black letters. The word CANADA is in 4" black letters on the tailboom. Note the 3CFFTS logo at the top of the tail. All machines have a very dark grey non-skid area between the top of the rear doors and the side of the upper pylon. Overhead pilot windows are tinted green. Fuel filler cap on the starboard side is red. Interior is light grey. Kiowas are often seen with the forward doors removed.



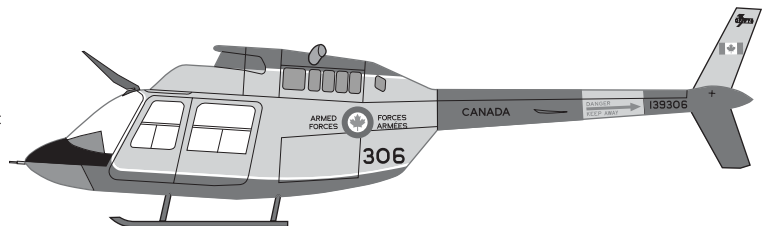
**5. CH-136 Kiowa s/n 136238 10 TAG ca. 1980:** Initial tactical scheme of grey 501-302 (FS36099) and green 503-301 (FS34064) camo overall. AF/FA roundel on both sides, 238 in 4" black letters on nose, CANADA in 4" black letters on each side. There is an additional roundel (w/o bordering AF/FA) on the bottom in line with the front doors. Note the black cable cutters fitted on the windscreen brace and lower nose ... a Canadian invention!

Note: Darker shade is green 503-301



**6. CH-136 Kiowa s/n 136238, 10 TAG ca. 1987:** The same aircraft seven years later in the final tactical scheme. The camo layout is identical, but the grey is replaced with green FS34095. These are both low IR paints and very flat. All markings are now low-vis black, positioned as in the earlier scheme.

**7. CH-139 Jet Ranger s/n 139305, 3CFFTS ca. 1987:** Very similar to scheme 4. Note the cover over the tail rotor shaft and gearbox, different doors and other minor details. One point to note is that most training helicopters have the lower cable cutter removed to prevent damage due to hard landings.



## CH-136 / CH-139 References

IPMS Canada RT Vol 7 No. 4, *Canada's Air Force Today* by Larry Milbery, *Sixty Years* by Larry Milberry, *Airforce* January 1996, DND photos.

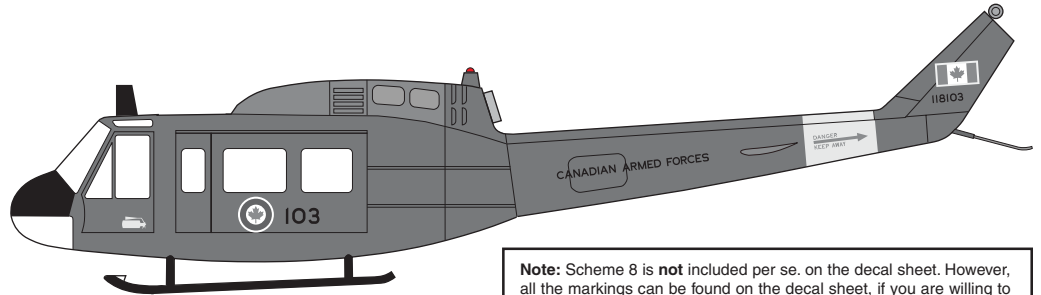
## Bell Iroquois in Canadian Service

In 1968, 403 OTS equipped with ten CH-118 Iroquois (identical to UH-1H) for training. When CH-136 Kiowas became available for training, the CH-118s were re-deployed for use in Base search and rescue flights, replacing the aging Sikorsky H-34. Single engine Hueys continued in this role until 1995 when they were replaced with the CH-146 Griffon (similar to the Bell 412).

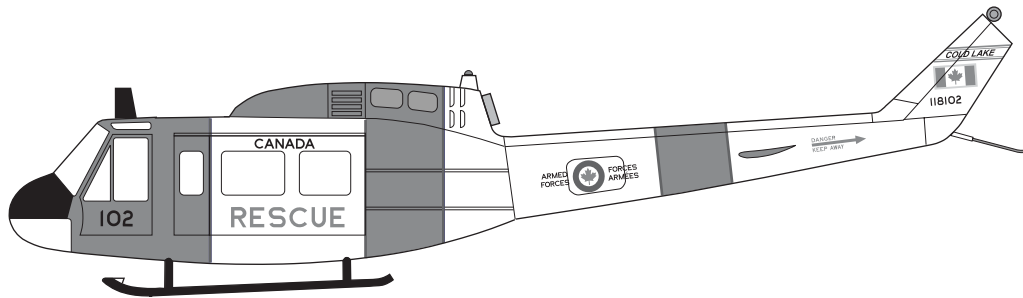
### Modelling the CH-118 in 1/48

ESCI issued a UH-1D kit in 1/48 and it has since been re-issued under the ERTL and AMT labels. It is well done although the tailboom angles up too sharply by about 3 degrees. However, the Italeri UH-1D is just that much nicer and it has a better shape to the tailboom. Recommended.

**8. CH-118 Iroquois s/n 118103 ca. 1970.** Initial training scheme of overall green 503-102 (FS 14097) with red 509-102 (FS11310) engine cowling and stabilizers and 36" yellow 505-101 (FS13538) band on tailboom, with red arrow and warning text.. Roundel has a white surround and is repeated on aircraft bottom just behind the nose windows. CANADIAN ARMED FORCES is in 4" black letters on the port side, FORCES ARMEES CANADIENNES starboard. 10" x 20" Canadian flag with aluminum border on both sides of the fin, with s/n in 4" black letters below (both these are parallel to the ground). The yellow fire extinguisher symbol is on the port pilot's door. Main rotors are green FS34079 with 6" yellow tips; tail rotors are black with 6" yellow tips.

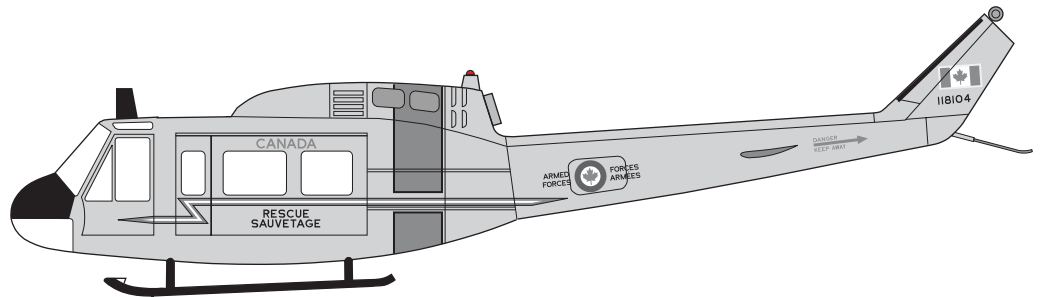


**Note:** Scheme 8 is **not** included per se. on the decal sheet. However, all the markings can be found on the decal sheet, if you are willing to cut and paste a bit (side and serial numbers) from some of the other schemes.



**9. CH-118 Iroquois s/n 118102, Base Rescue Flight, CFB Cold Lake, 1973.** Initial scheme of white with red nose and bands, bordered in blue lines (use the strips on the decal sheet). Red stabilizers. AF/FA roundel on both sides of the tailboom. CANADA in 4" black letters above and RESCUE in 8" red letters below the windows on the door. The yellow fire extinguisher symbol is on the starboard pilot's door. Flag and s/n are as for scheme 8, COLD LAKE flash at the top of the tail fin parallel to the flag. Tail rotors now are black with 6" red / 6" white / 6" red tips.

**10. CH-118 Iroquois s/n 118104, Base Rescue Flight, CFB Chatham, 1980.** Final scheme of yellow 505-101 (FS13538) with red band, bordered in black lines. Outer 10" of stabilizers are red. Black-bordered red and white cheat line. AF/FA roundel on both sides of the tailboom. CANADA in 4" black letters above and RESCUE in 8" red letters below the windows on the door. Black fire extinguisher symbol is on the starboard pilot's door. Flag and s/n are as for scheme 8.



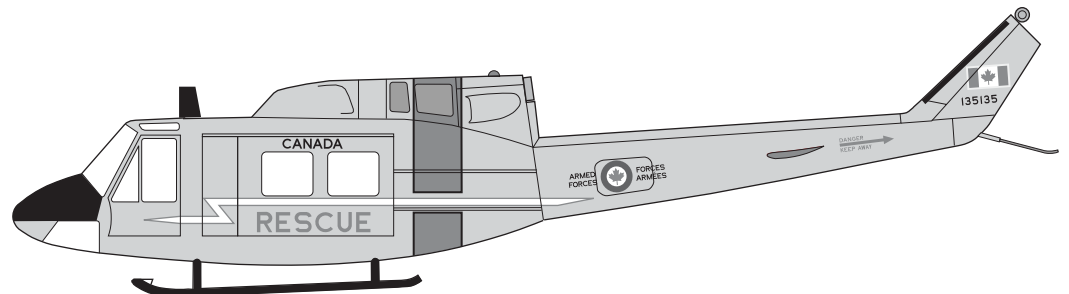
## Bell Twin Huey in Canadian Service

Canada liked the UH-1H but wanted the reliability of two engines for operation in remote areas or over water and placed an order with Bell for 50 machines to be fitted with the P&W PT-6T3 Twin Pack. Bell developed the 212 and later sold many to the US military as the UH-1N. Delivered as the CH-135 in 1971, these machines serve as tactical transports in 10 TAG and in SAR roles involving remote or over water flights. As with the CH-118, these are to be replaced by the CH-146 Griffon.

### Modelling the Twin Huey in 1/48

Italeri released a UH-1N and it is very well done. Even if its the only game in town, it is recommended as it builds up well and really looks right when completed.

**11. CH-135 Twin Huey s/n 135135, SAR flight, CFB Trenton, 1985.** Yellow 505-101 (FS13538) with red band, bordered in black lines. Outer 10" of stabilizers are red. Red bordered white cheatline. AF/FA roundel on both sides of the tailboom. CANADA in 4" black letters above and RESCUE in 8" red letters below the windows on the door. Black fire extinguisher symbol is on the starboard pilot's door. Flag and s/n are as for scheme 8. Cable cutters fitted on the windscreen brace and lower nose, colour black.

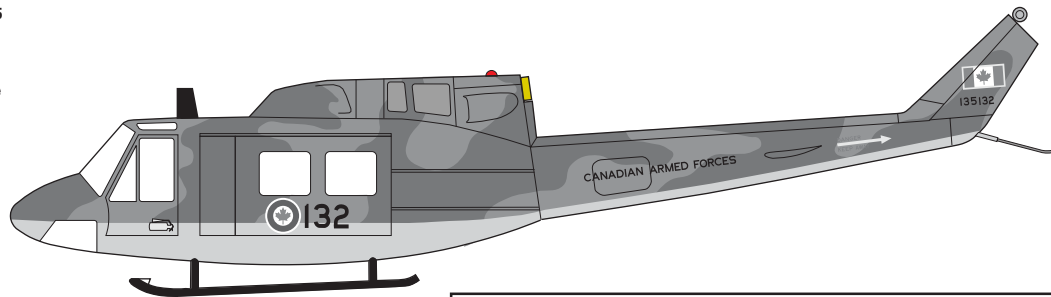


**12. CH-135 Twin Huey s/n 135132, 10 TAG, 1975**

Initial tactical scheme of grey 501-302 (FS36099) and green 503-301 (FS34064) over light grey 101-327 (FS36270). Upper surface camo pattern is as shown below. Markings are similar to those for the scheme 1 of CH-118. 16" roundel with white surround and last three of the s/n in 12" black letters on doors. The numbers 132 in 4" black letters are repeated on the nose, just below the colour separation line.

Main rotor is green FS34079 top and bottom with 6" yellow tips; tail rotor is black with 6" red / 6" white / 6" red tips.

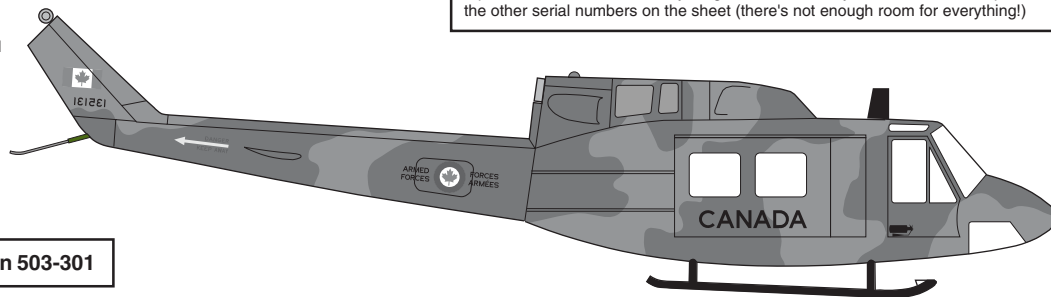
This scheme was quickly replaced by scheme 13 below.



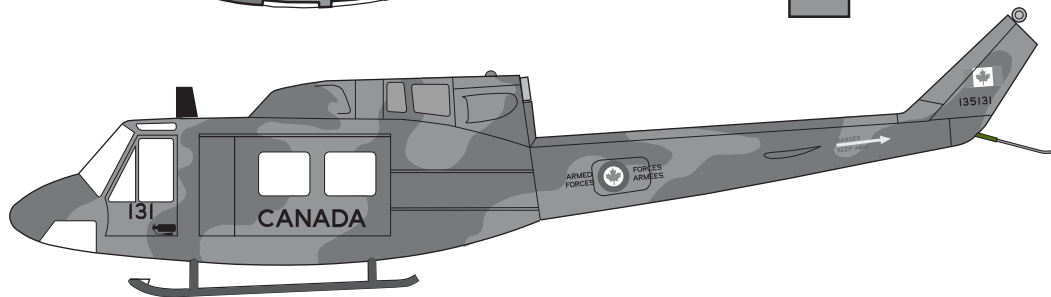
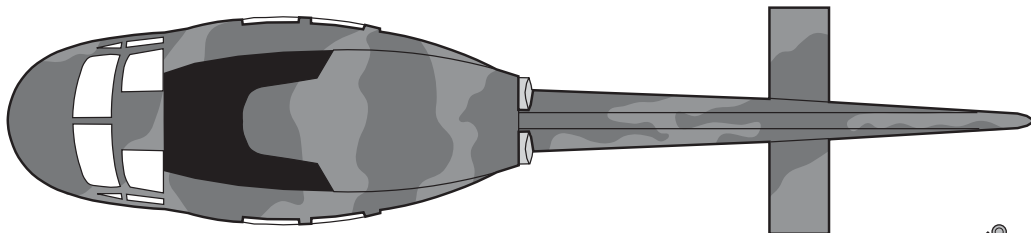
**Note:** The markings for scheme 12 are on the sheet, although some cut and paste will be required for the serial number. Two sets of 4" black 132 are on the sheet. You will need to cut off the last three from one of the other 135xxx numbers and replace with 132. Unfortunately, to get the nose 132, you will need to cut up one of the other serial numbers on the sheet (there's not enough room for everything!)

**13. CH-135 Twin Huey s/n 135131, 10 TAG, 1980:**

Intermediate tactical scheme of grey 501-302 and green 503-301 camo overall. AF/FA roundel on both sides of tailboom, yellow warning arrow with red letters. CANADA in 8" black letters on each door.

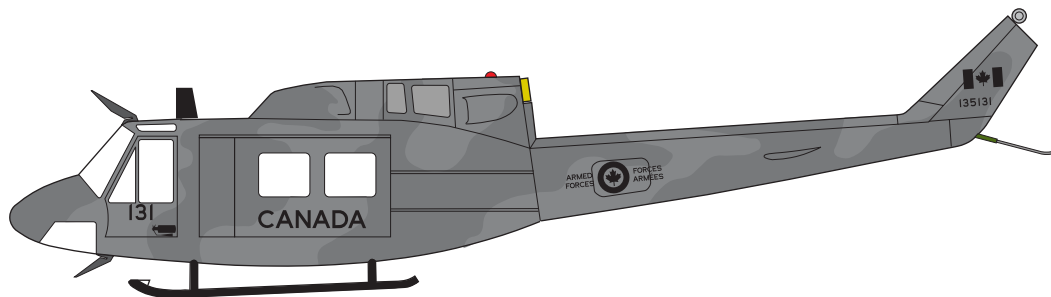


**Note:** The darker shade is green 503-301



**14. CH-135 Twin Huey s/n 135131, 10 TAG ca. 1987:**

The same aircraft later, in the final tactical scheme. The camo layout is identical, but the grey is replaced with green FS34095; both colours are low IR paints and are very flat. All markings are now low-vis black, positioned as in the previous scheme. Cable cutters fitted on the windscreen brace and lower nose.



**CH-118 / CH-135 References**

IPMS Canada RT Vol 7 No. 5/6, Vol 22 No. 5, *Canada's Air Force Today* by Larry Milberry, *UH-1 Huey in Colour* by Wayne Mutza.

Please note that Belcher Bits supports and recommends IPMS Canada. For information on joining, write to IPMS Canada, P.O. Box 626, Stn B, Ottawa, ON, K1P 5P7 or check out [ipmscanada.com](http://ipmscanada.com) on the web.