

Sikorsky

Medevac CH-34C

CHOCTAW

1/32 SCALE

PRECISE CARD MODEL



SIKORSKY CH-34C CHOCTAW 1/32 SCALE PRECISE CARDMODEL ASSEMBLY INSTRUCTION

The proposed Sikorsky CH-34C 1/32 scale model despite relatively easy to be build, is with high level of similarity to the prototype. Thus, a special attention and precision in the assembly procedure is required. Study carefully the illustrative drawings, cutouts and present instruction before starting the work on the model. See also the pictures on the back cover that illustrate the assembly process. Try to imagine the separate assembly phases and the purpose of each detail.

After the acquaintance with the model, you may start the assemblage. Follow the sequence given in the instruction. Cut the necessary details shortly before using them in order to avoid possible mistakes. Score all fold lines before cutting the details. The places of scoring are marked with small thin lines on the continuation of fold lines outside the parts. The scissors markings show where to make cuts on some details.

Do not be in a hurry with gluing - carefully check and shape the details until obtain the exact and correct fit. Before starting the work get hold of the necessary tools: scissors, sharp modeling knife, blunt knife for scoring the fold lines, prickle, ruler, nippers and grinding paper. Additional materials necessary for the assemblage are: few sheets of cardboard with thickness approximately 0.5 mm, a piece of wire with diameter 0.5 - 0.8 mm, transparent foil for the canopy. Supply with proper glue. BISON Clear Adhesive, UHU or similar are recommended as the most appropriate ones. Water based glue is not recommended.

Preparation for assembling includes gluing the pages that contain the formers and strengthening elements on 0.5 mm cardboard.

Start from the fuselage frame as it is shown on view A of the instruction drawings. Follow the number sequence of parts during frame assemblage to avoid puzzle-like situations. When the fuselage frame is ready you must choose the interior variant. It can be with 11 seats for troop transportation or with 8 litters and one seat for medevac variant. You can omit the interior parts at all for cargo variant.

After adding the cockpit interior parts – pilots seats, controls, instrument panels and interior parts – fire extinguisher 26 on part 2, seats and/or litters to the fuselage frame you must cover it with the fuselage skin 28.

Carefully prepare the part 28 before gluing it. Cut the windows and door areas, and optionally the holes of the fuel tank orifices 28d. Glue the transparent windows 28t and orifices 28d on the inner side of 28. Then carefully form the fuselage skin and after several dry tests glue it to the fuselage frame. Do not be in a hurry. The gluing of the skin is the most critical operation in the entire assembly process and the overall view of the completed model depends of it successful completion.

Continue with the engine cowling – parts 29, 30 and 31. Pay special attention to forming and gluing 31. Then assembly and glue to 28 the fuselage section 32 and main rotor gear cowling 33.

Now assembly the cockpit glazing 34, 36 and glue it to the cockpit. You can fix the door 63 in open or close position.

Then prepare the rear fuselage segment 37 and add it to the fuselage. Add also the tail – parts 38 and horizontal stabilizer 42. Be careful in gluing the stabilizer to tail – do not avoid twisting of it. Keep strictly the lines of symmetry.

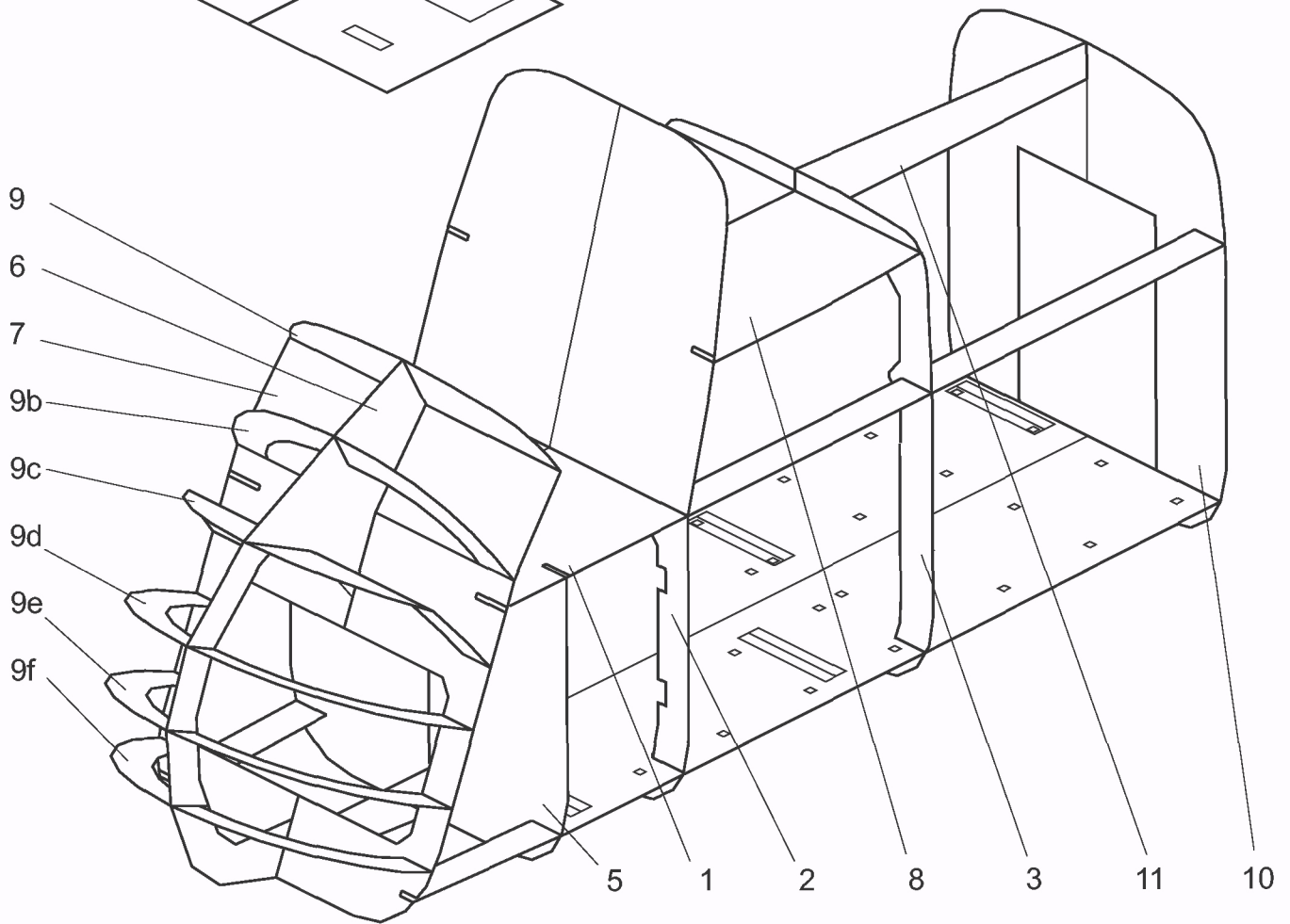
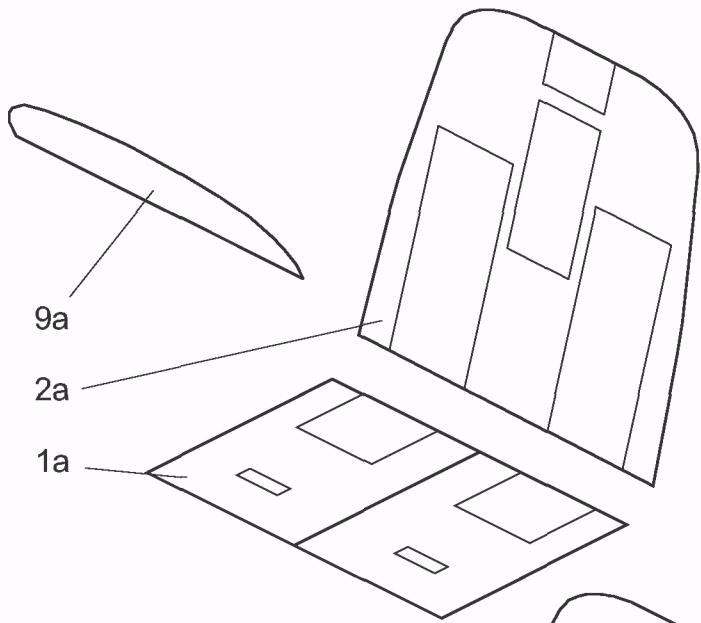
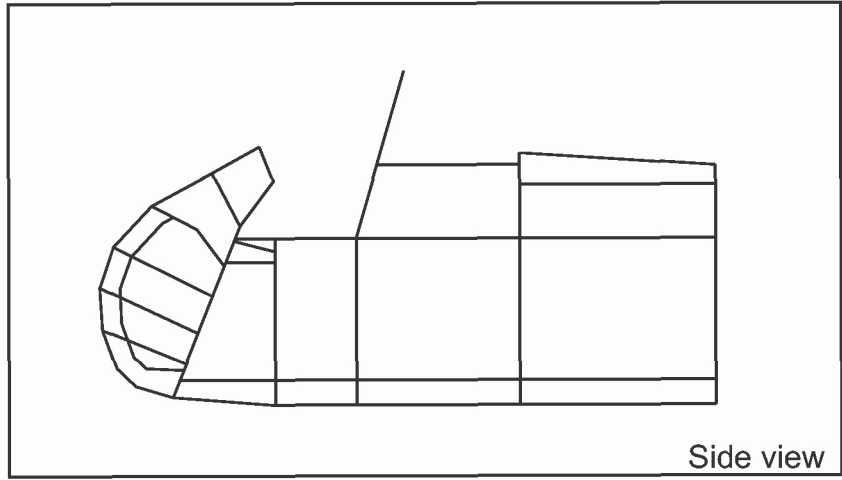
Prepare and fix the landing gear to the fuselage. Glue the wheels from concentric card circles 45, 48, then round them by using sand paper and paint the tires in black.

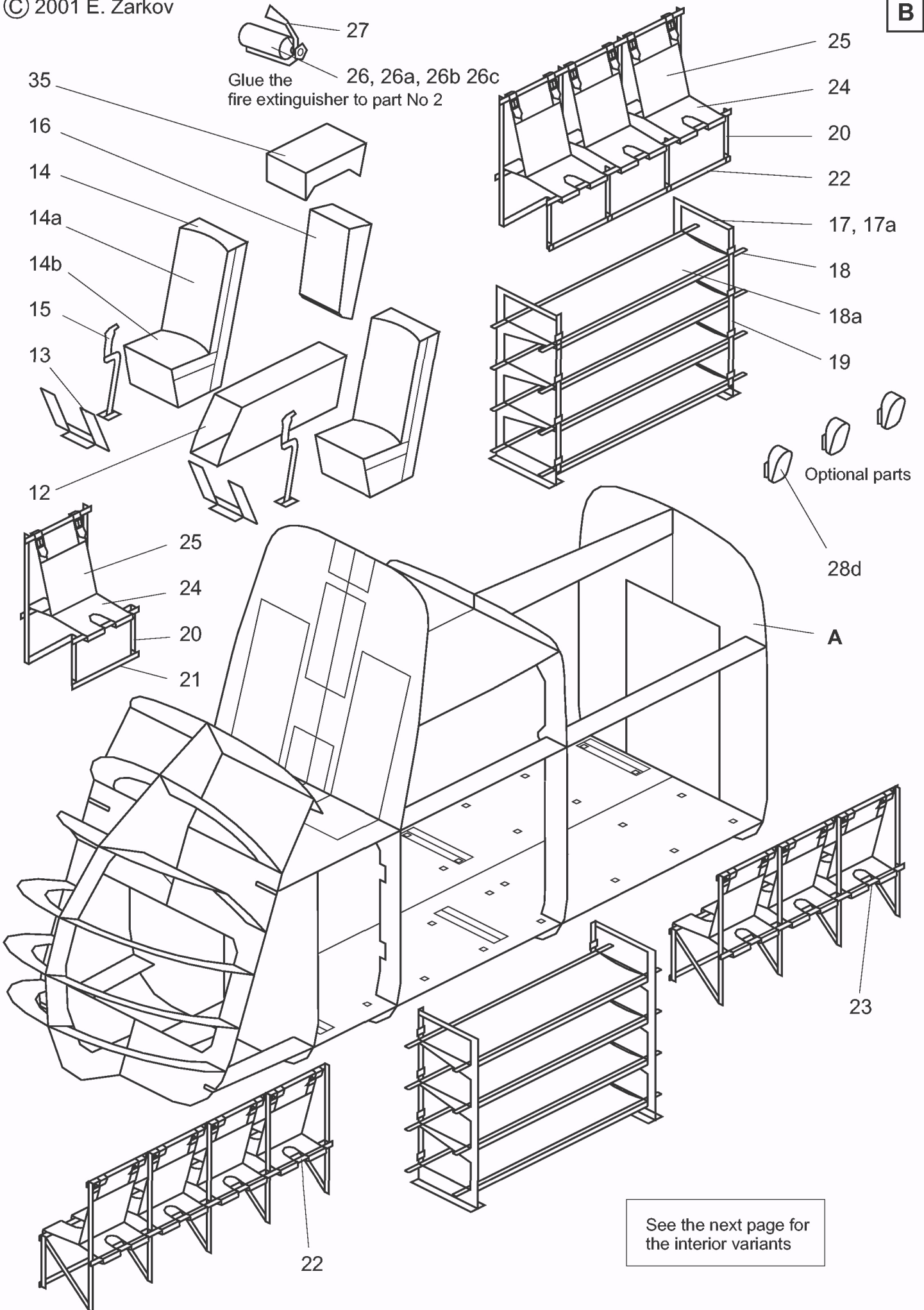
Prepare the tail rotor subassembly as it is shown on view F of the instruction drawings. The rotor must be capable to rotate free. Then glue the subassembly to the tail.

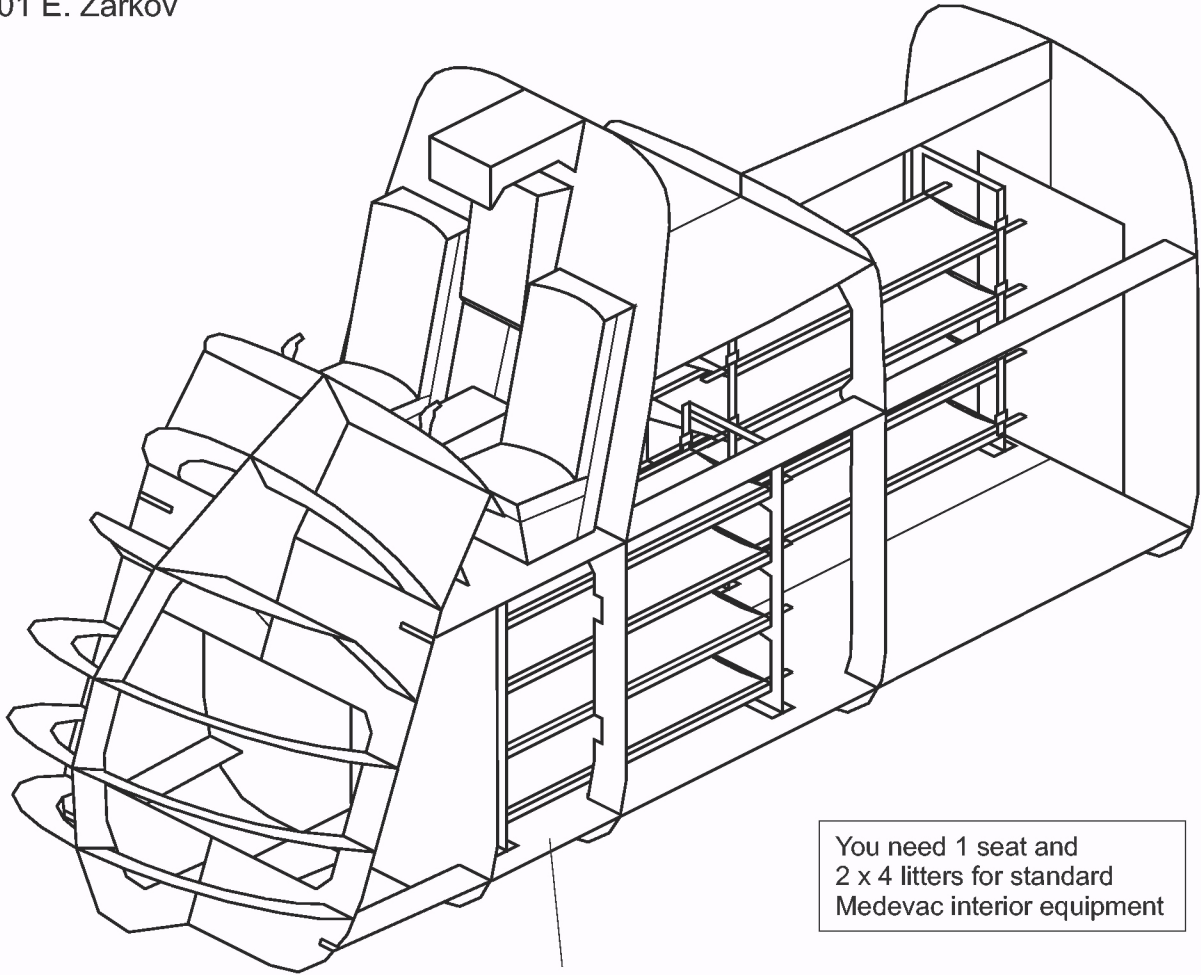
Add all small details – rescue hoist, exhaust pipes, antennas, pilots glass cleaners and mirrors.

Assembly the main rotor as it is shown on view I. It must be capable to rotate free in its bearing, then insert the main rotor subassembly in its place on the main gear cowling 33.

Now your model is ready. Enjoy.

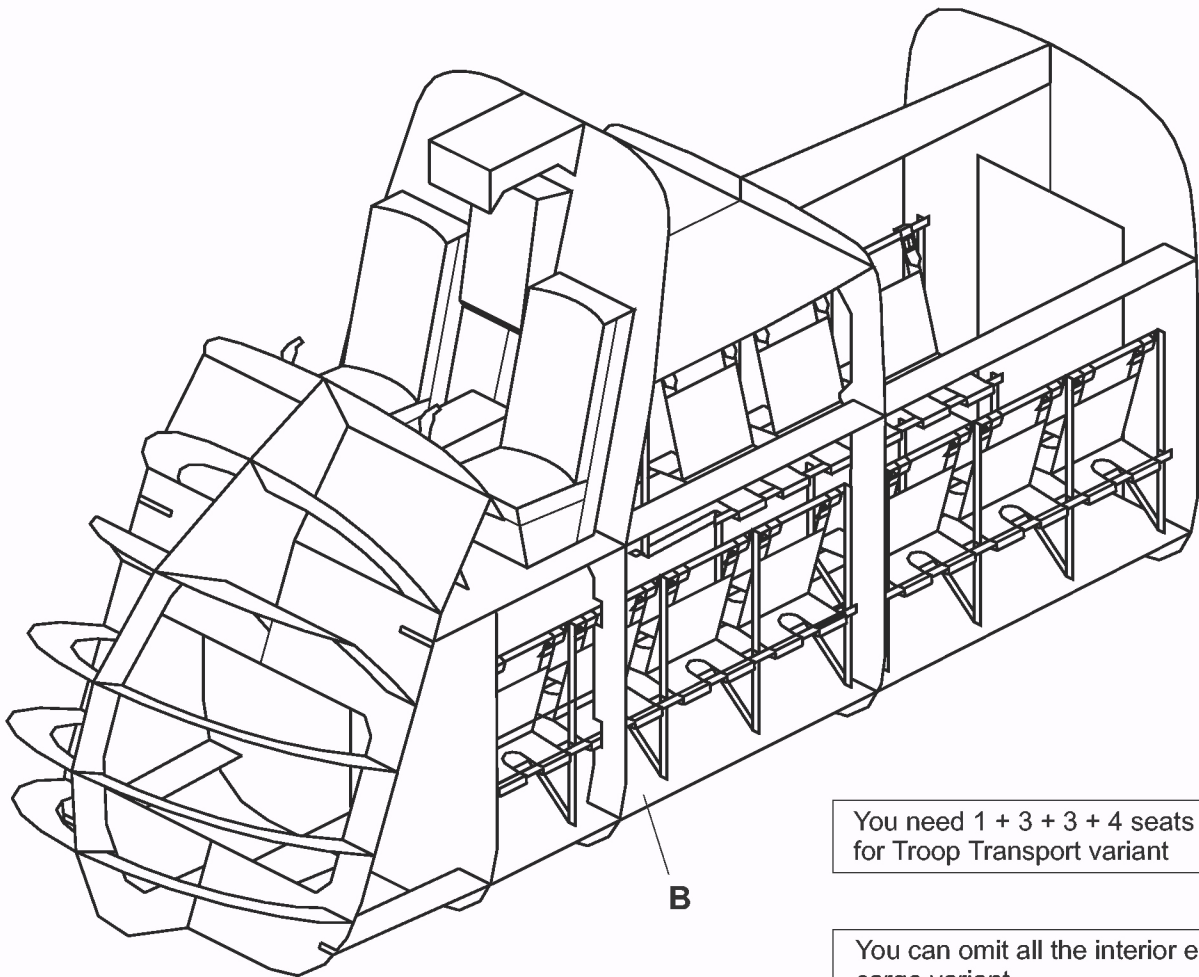






You need 1 seat and
2 x 4 litters for standard
Medevac interior equipment

B

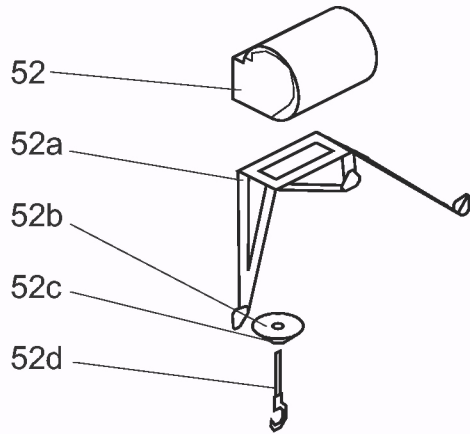


You need 1 + 3 + 3 + 4 seats packs
for Troop Transport variant

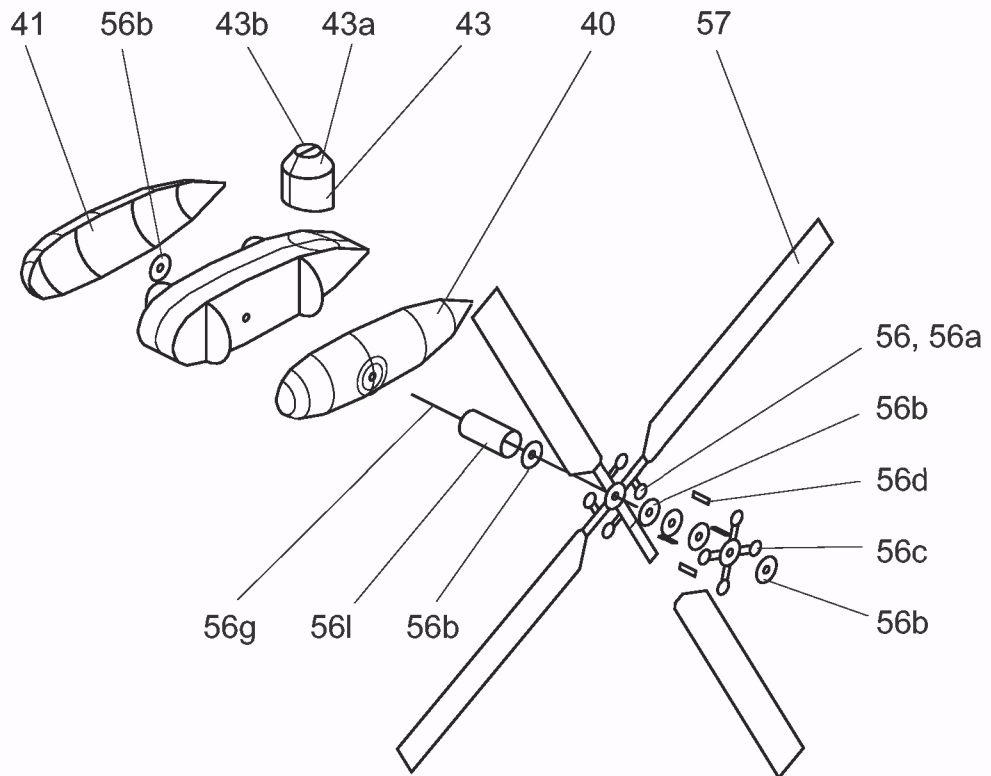
B

You can omit all the interior equipment for
cargo variant.

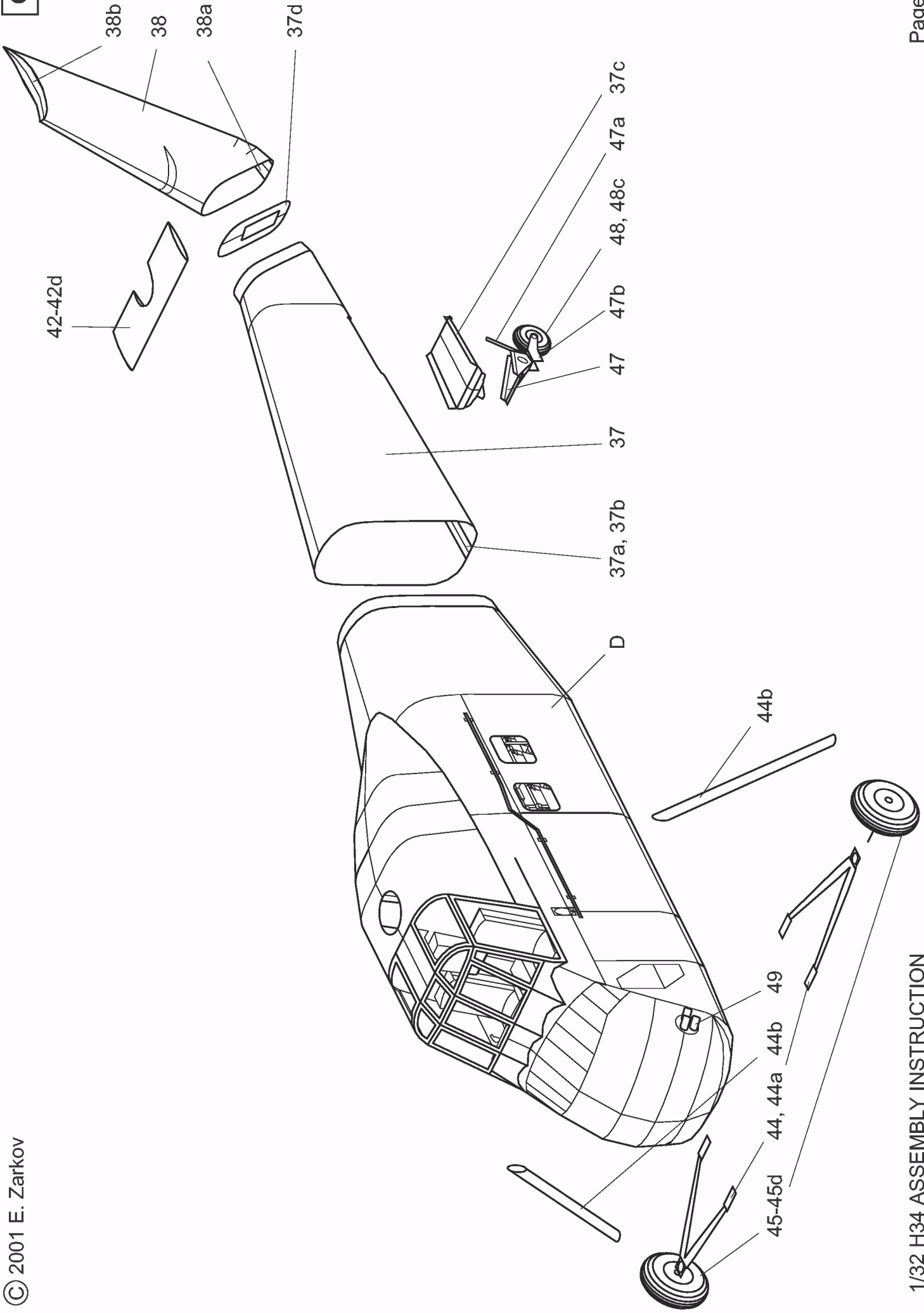
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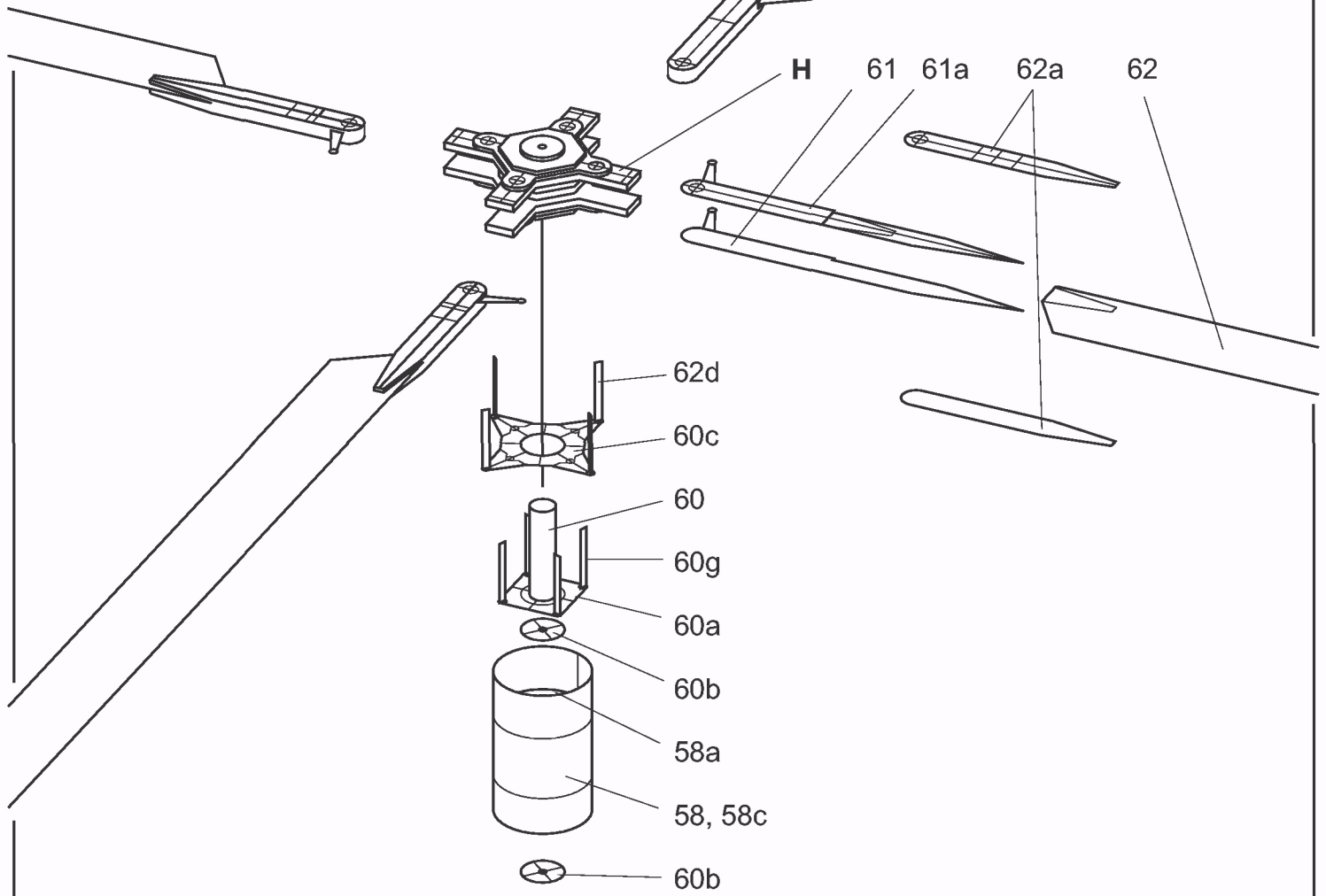
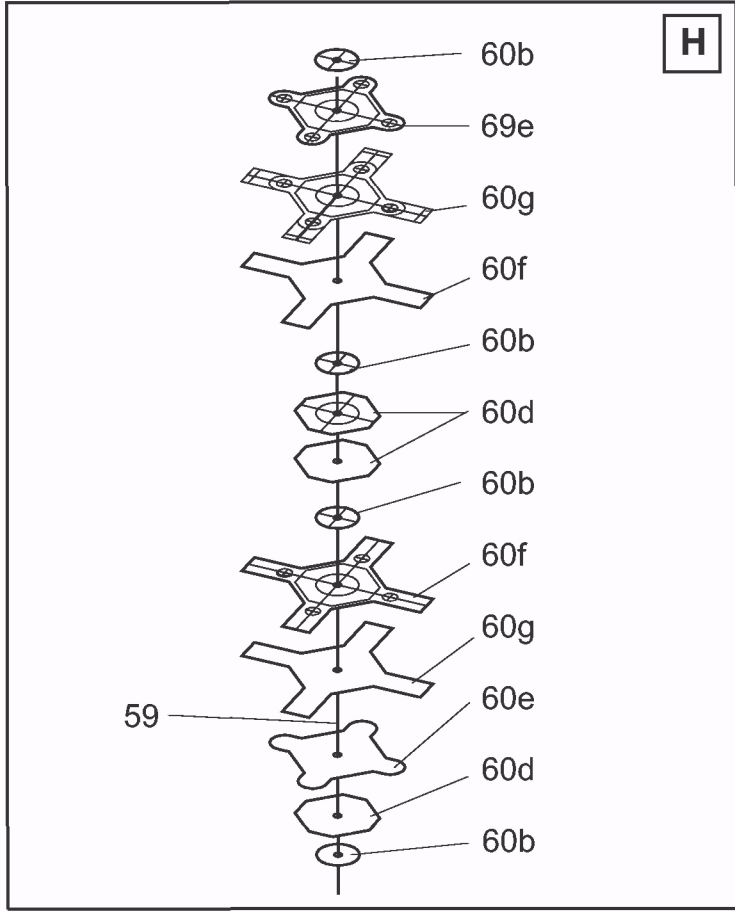


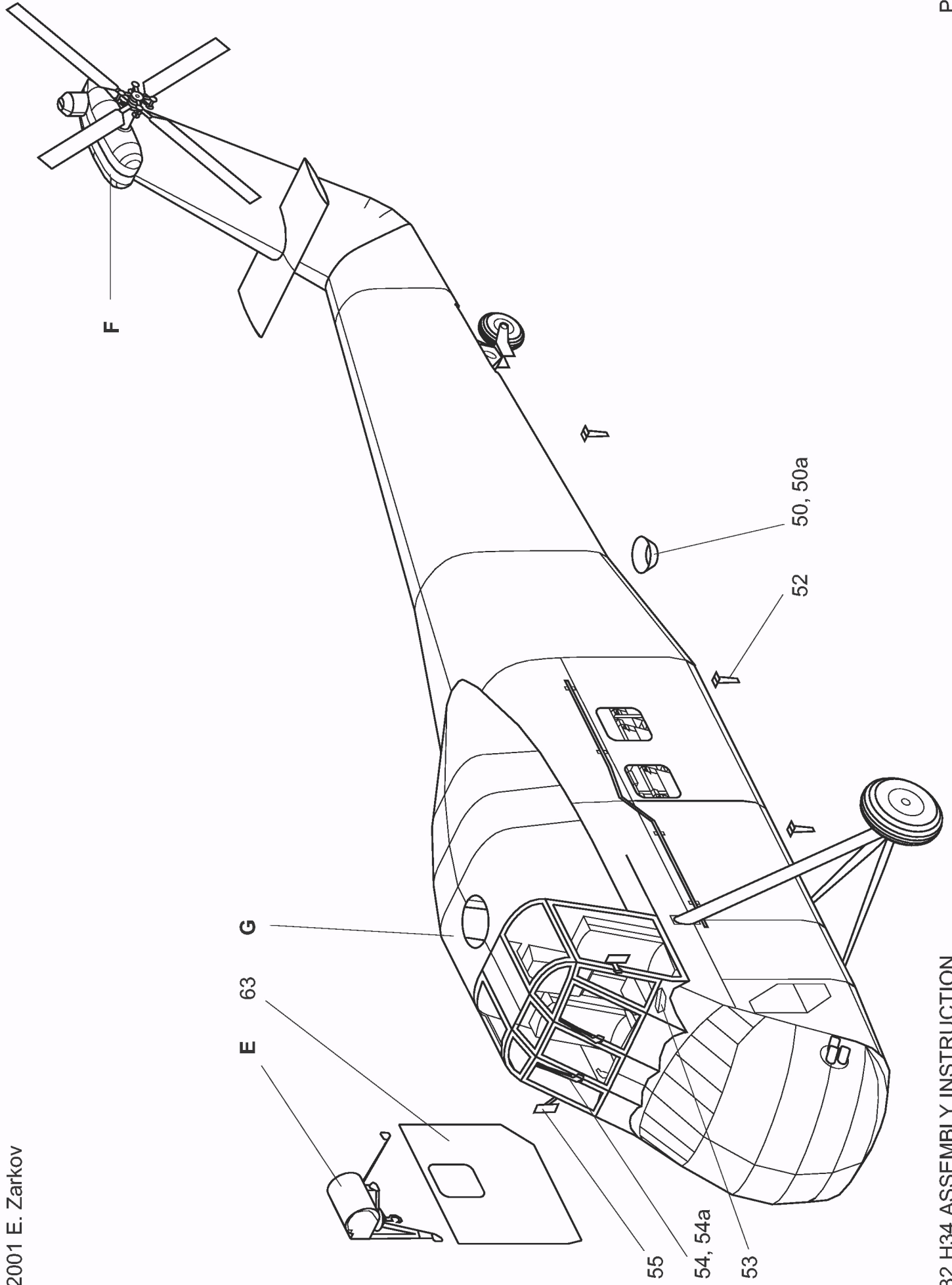
F



G







History and use

In 1952, US Navy wished a helicopter for anti-submarine fight more modern than S-55 (H-19). The Sikorsky firm then conceived the S-58 (H-34), which accomplished its first flight on 8 Mars 1954.

This machine took again the formula which had made the success of its elder with many improvements on the fuselage shape and on the transmissions.

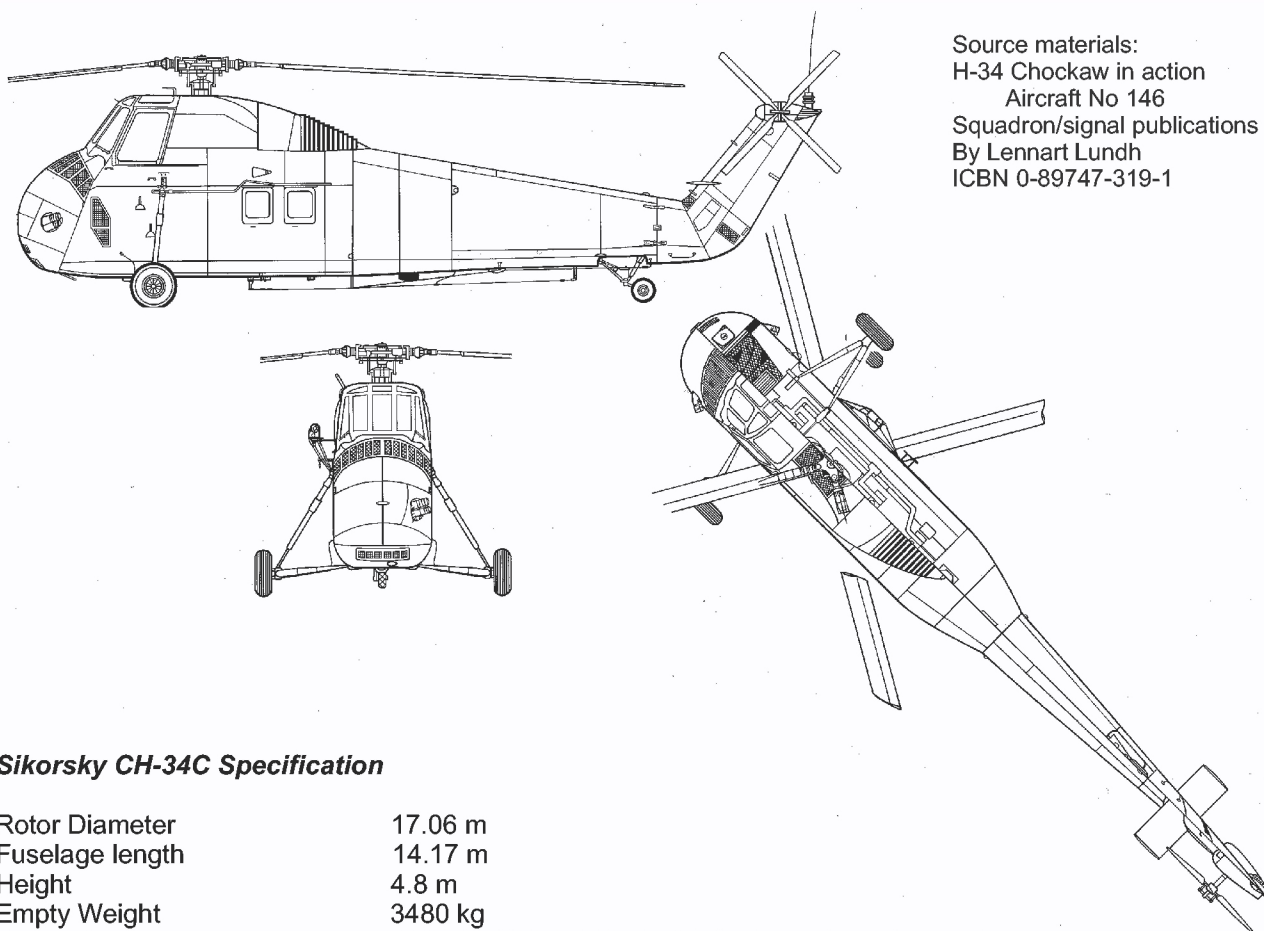
The first standard aircraft was ready in September of the same year and entered in service immediatly for US Navy in HSS-1 version. US Army and US Navy crpos respectively ordered it in 1955 and 1957.

In France, to face the needs for Algeria war, Sud Aviation assembled 135 H-34 and built 166 other under licence.

Conceived like submarine killer, H-34 was mainly used as a military transport helicopter. It was largely employed by the Americans in Viêt-nam, under the name "Choctaw", for troops transport.

It was also used by France in Algeria war initially like troops transport. It constituted a privileged target at this time. However, the tenacity of Colonel Brunet made of it a ground and attack support helicopter, called "Pirate", equipped with a heavy armament. So it became less vulnerable and much more dreaded.

S-58 was used a little in civil version.



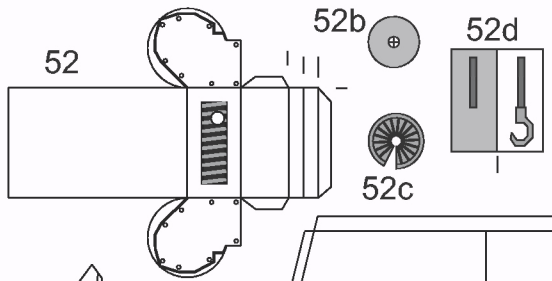
Source materials:
H-34 Chockaw in action
Aircraft No 146
Squadron/signal publications
By Lennart Lundh
ICBN 0-89747-319-1

Sikorsky CH-34C Specification

Rotor Diameter	17.06 m
Fuselage length	14.17 m
Height	4.8 m
Empty Weight	3480 kg
Powerplant	1525 hp Wright R1820-84 Cyclone air-cooled engine
Armament	None
Speed	172 km/h
Service Ceiling	2890 m
Range	511 km
Crew	3



30

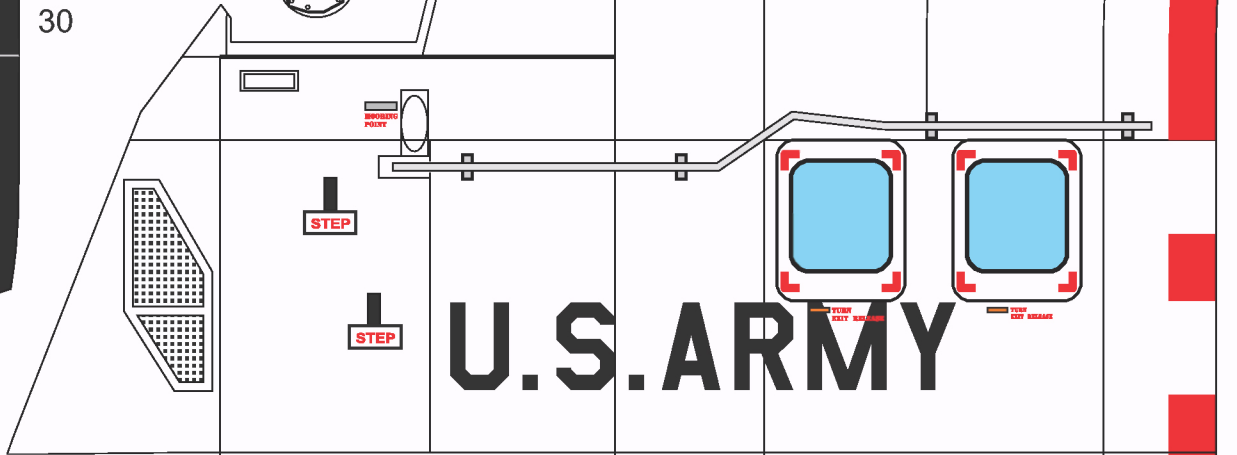


52

52b

52d

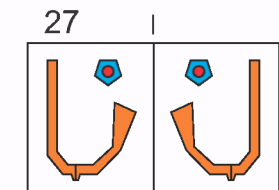
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STEP

STEP

U.S. ARMY



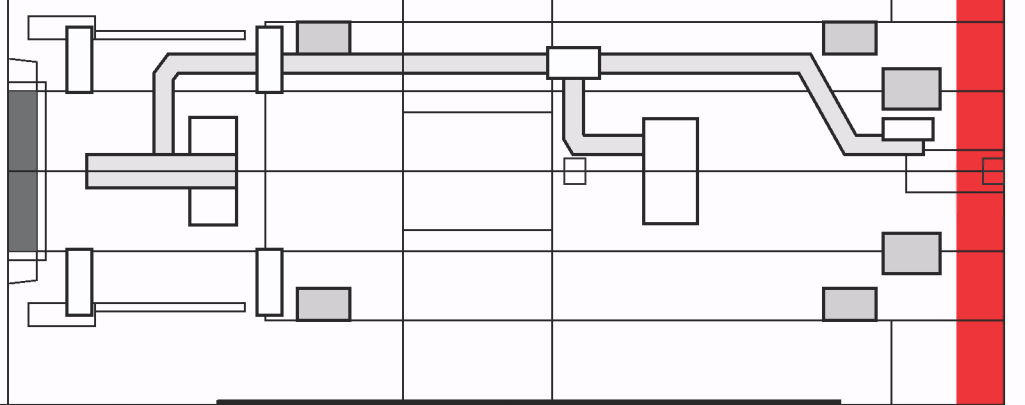
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26b

26c

26a

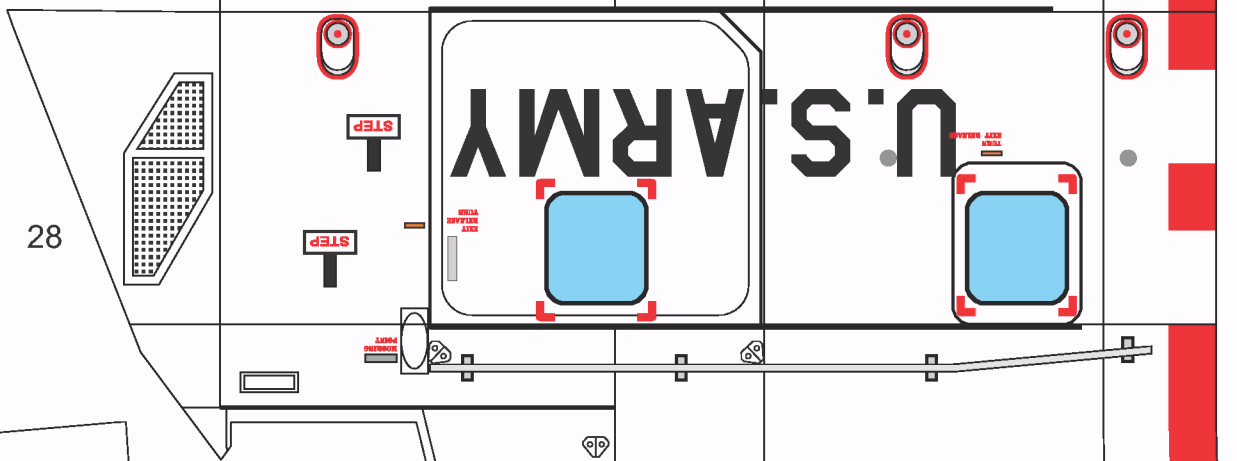
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STEP

STEP

U.S. ARMY

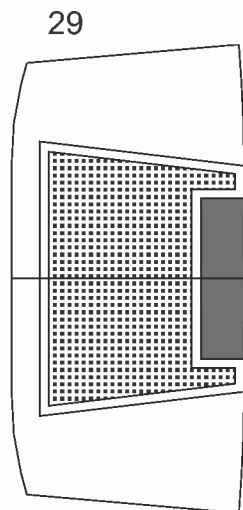


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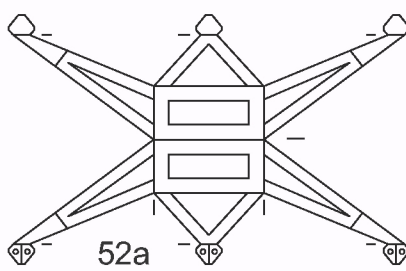
STEP

STEP

U.S. ARMY



29

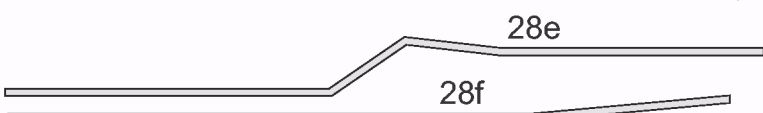


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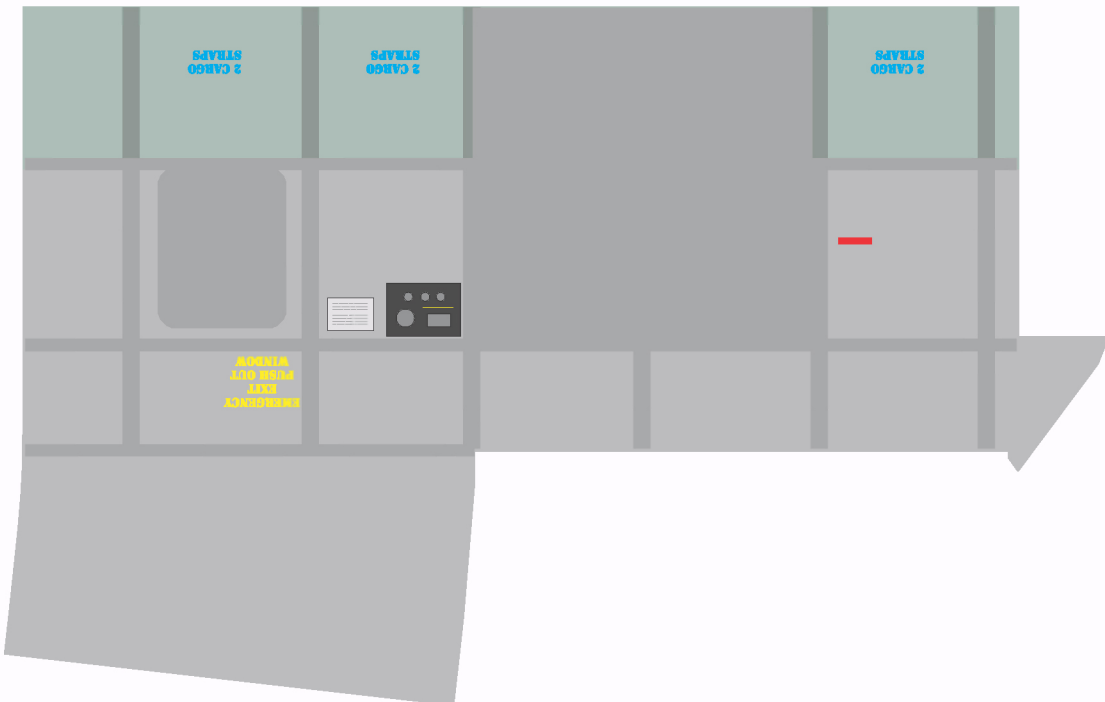
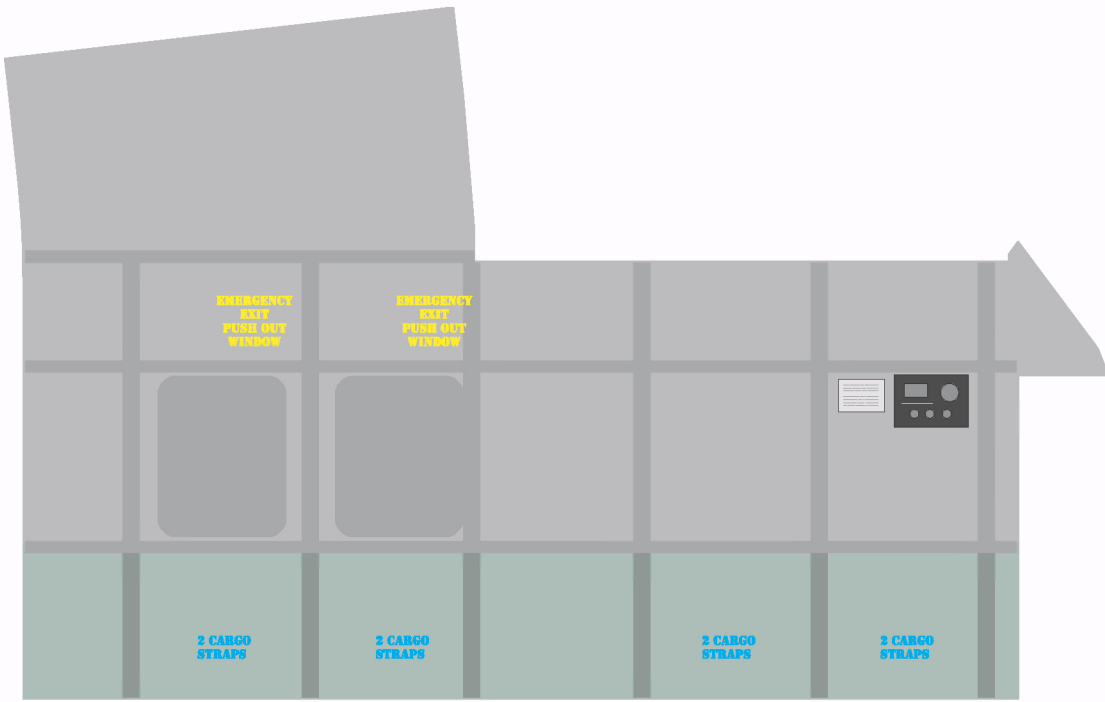
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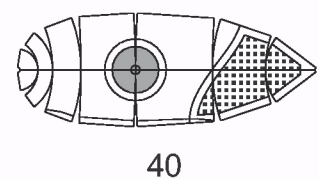
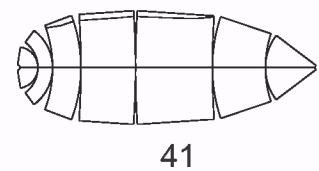
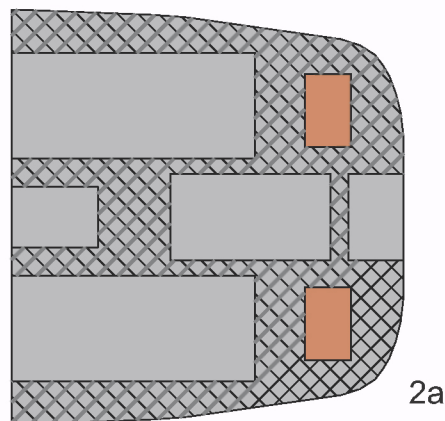
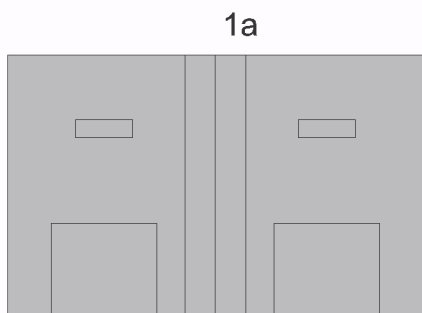
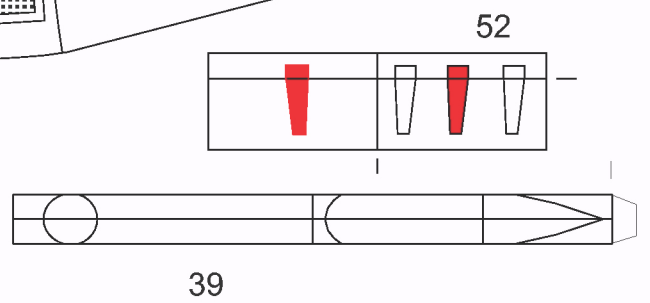
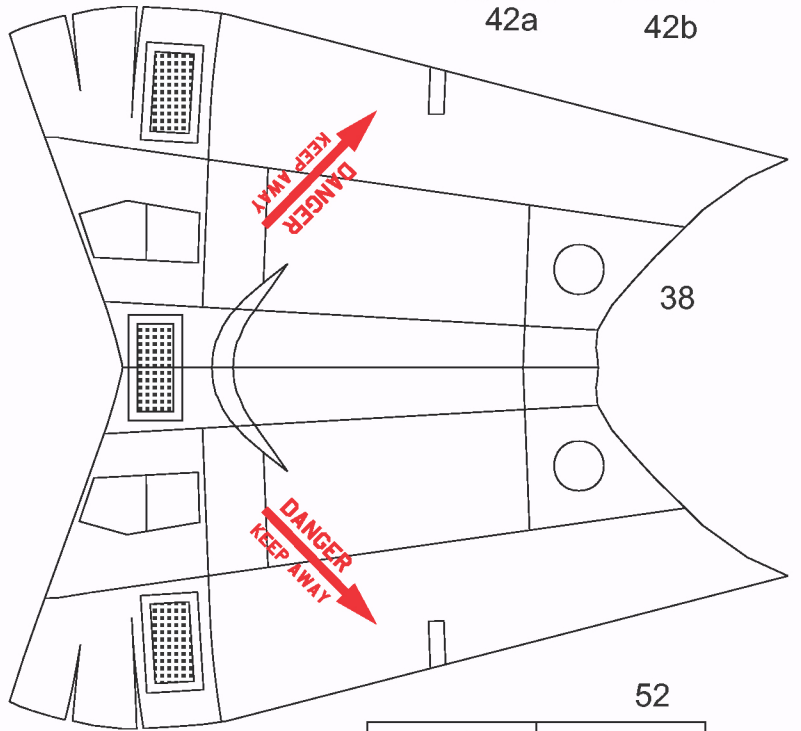
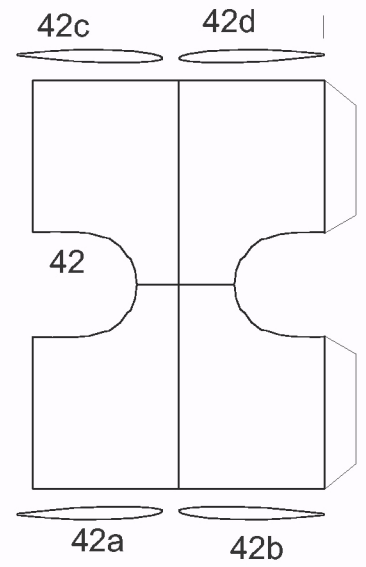
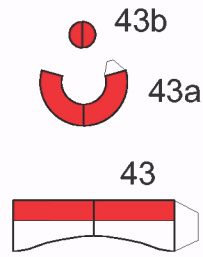
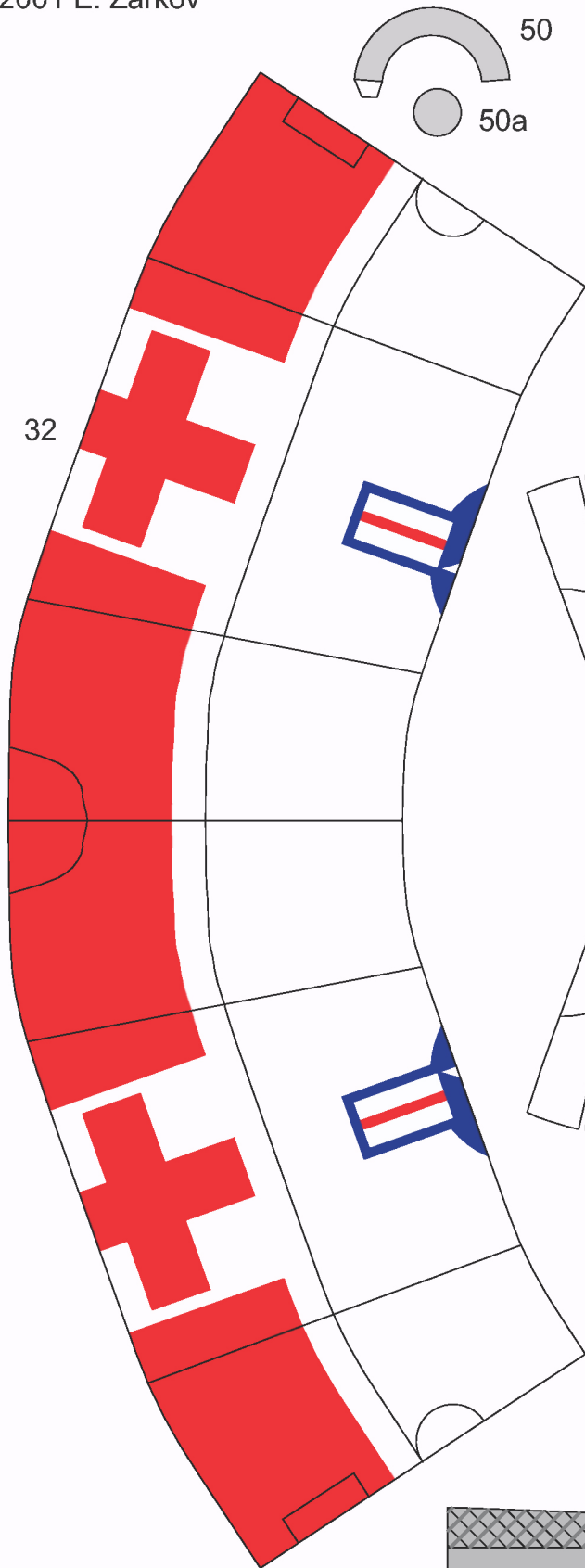
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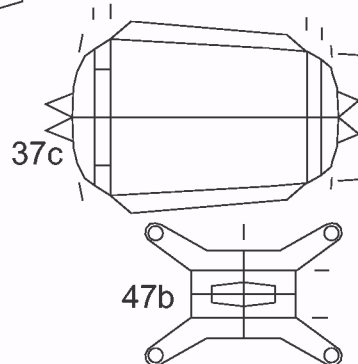
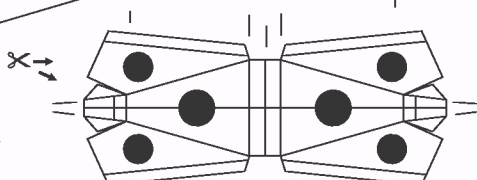
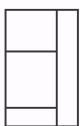
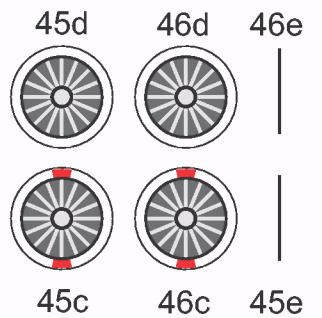
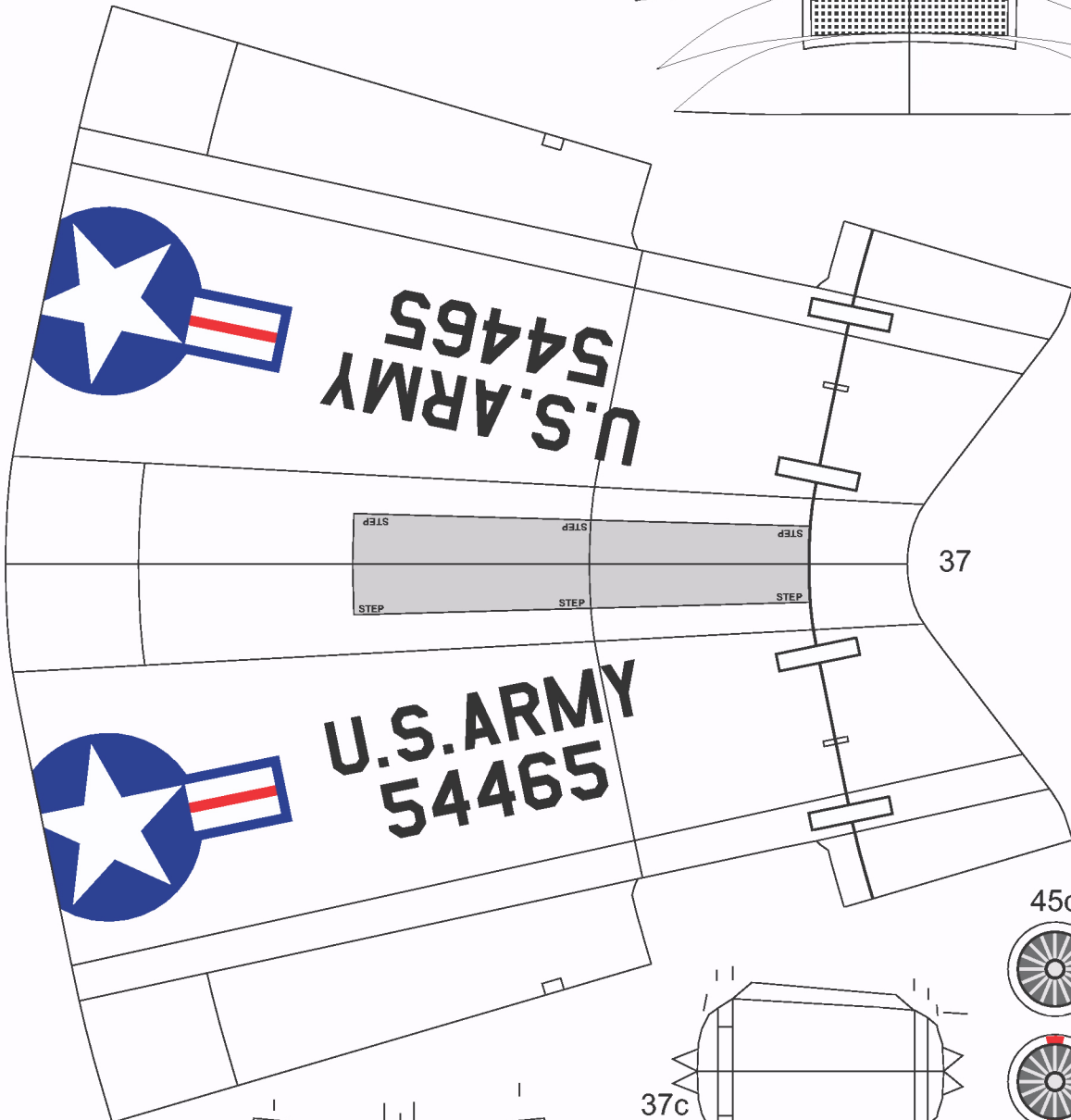
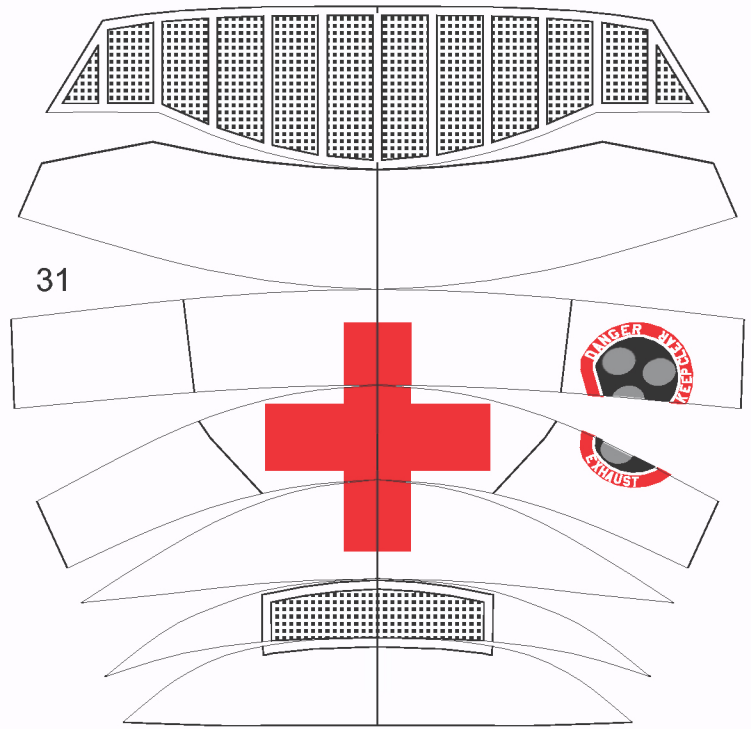
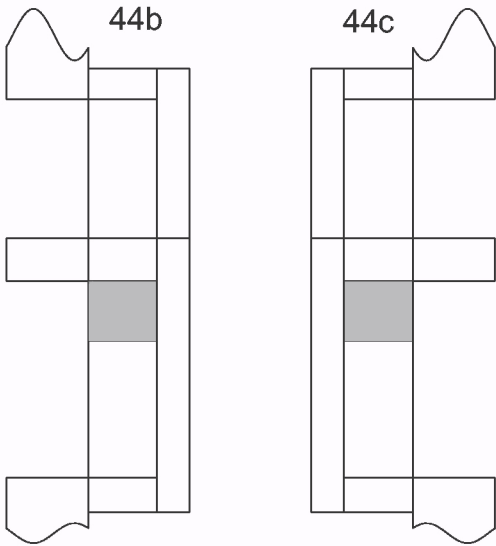


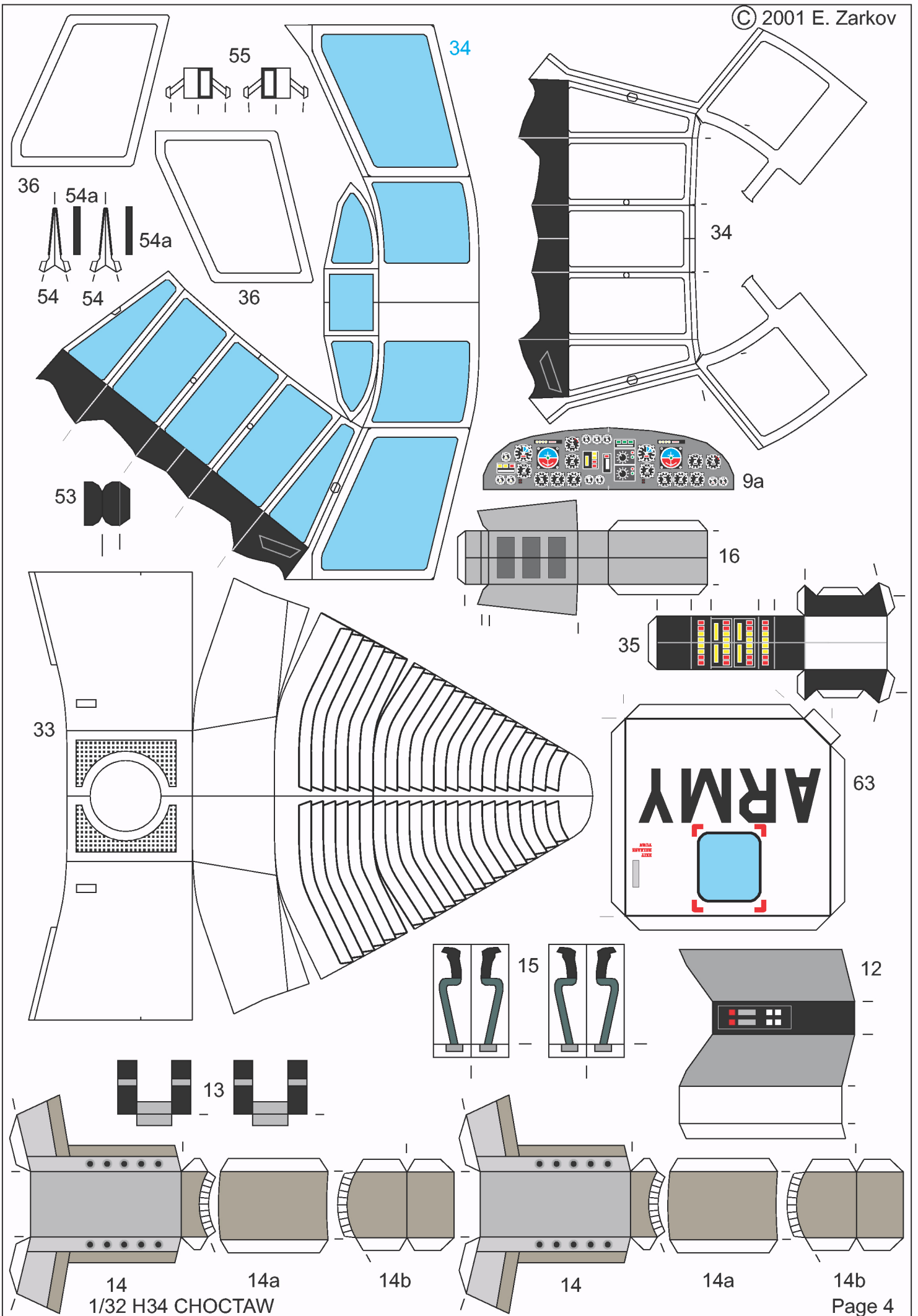
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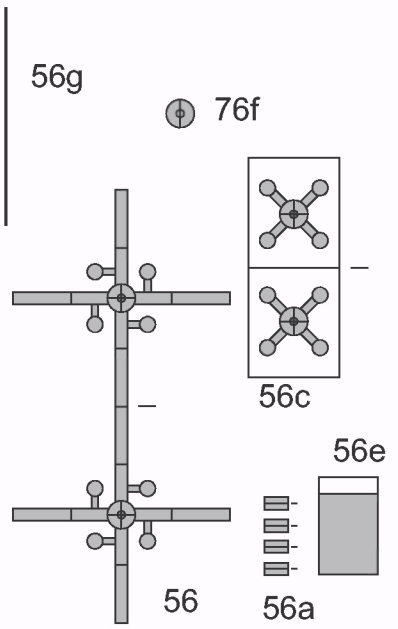
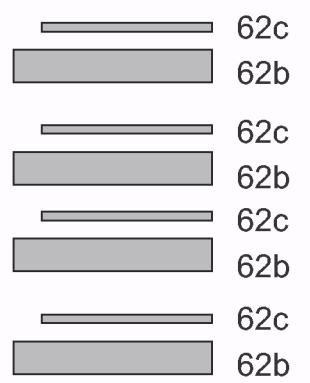
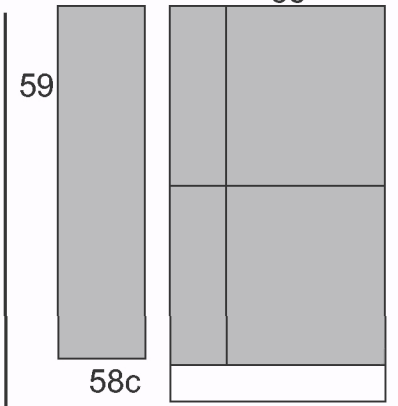
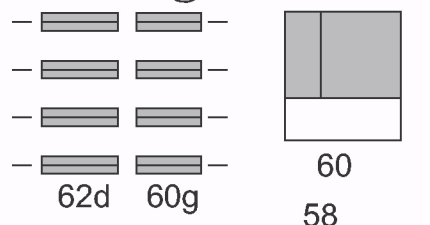
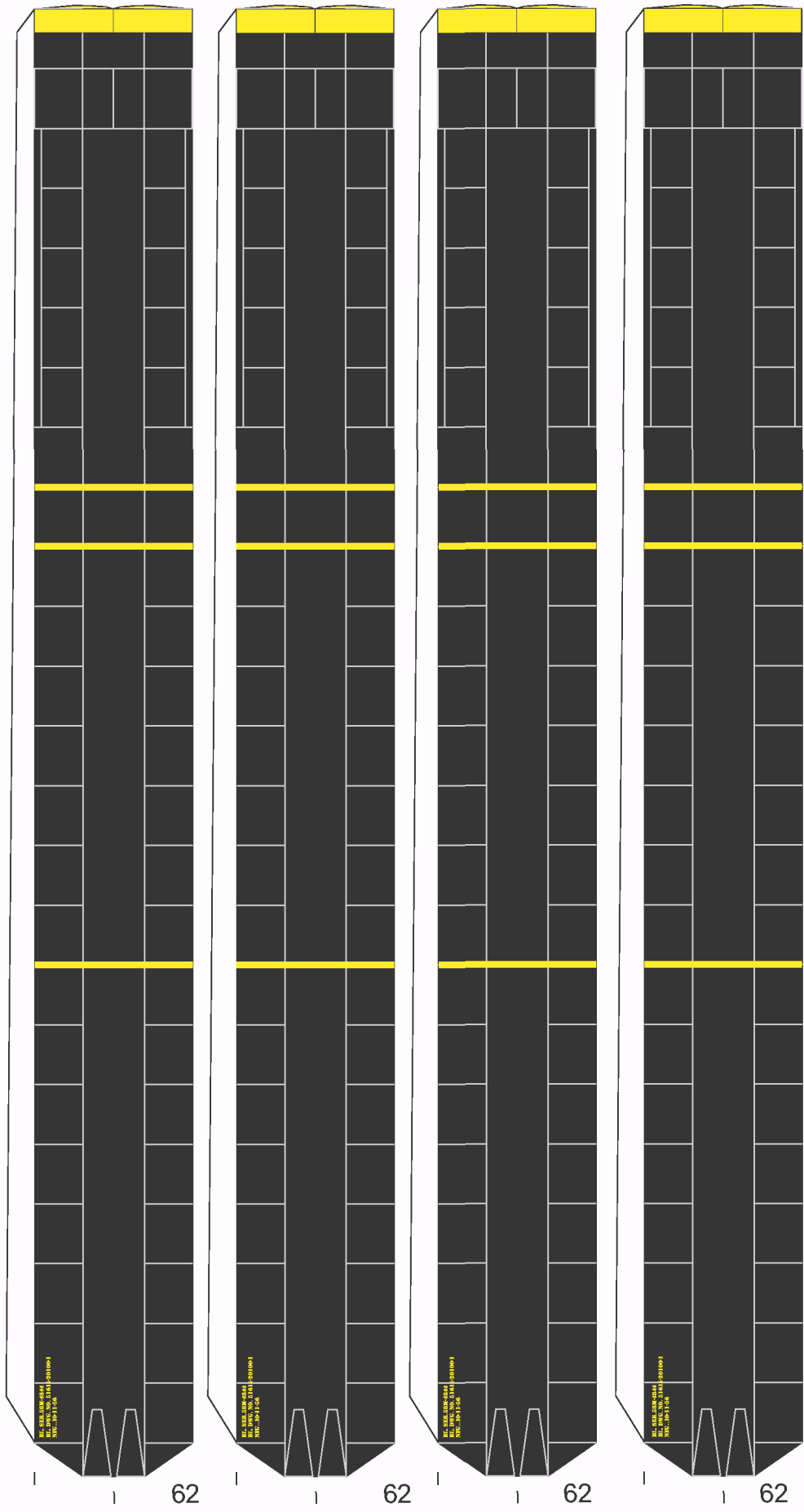
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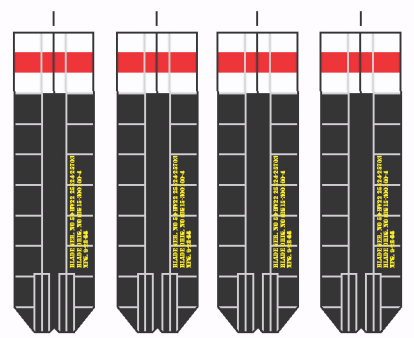


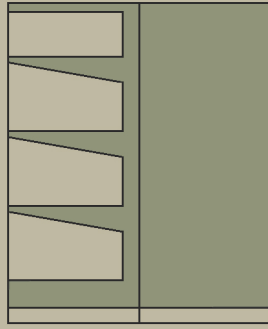
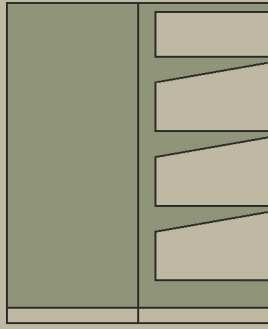
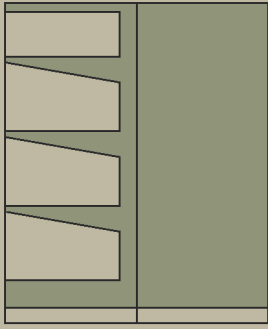




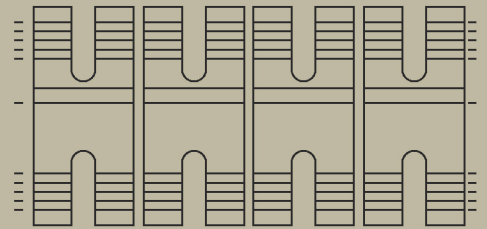


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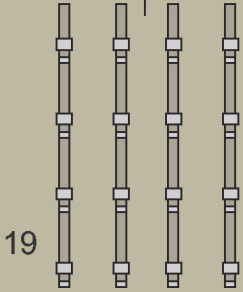
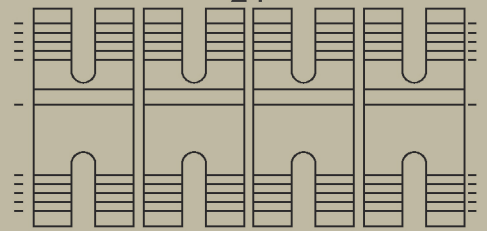




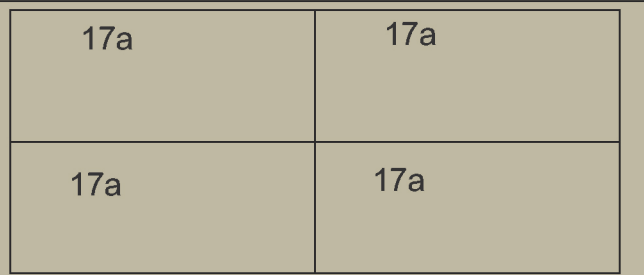
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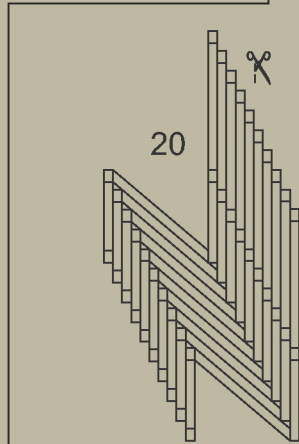


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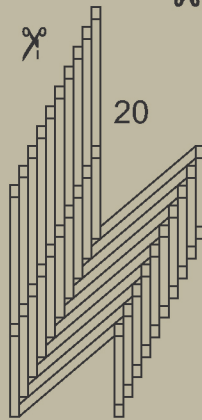
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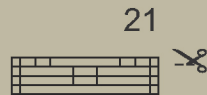
20



20

! NOTE
Only 15 of parts No 20 are needed.

GLUE THESE PARTS ON CARD



21



22



22



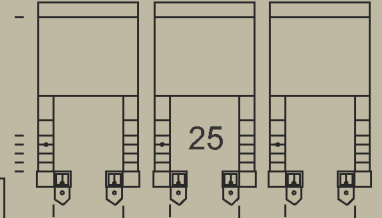
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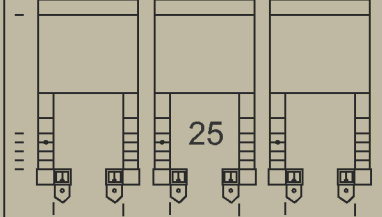
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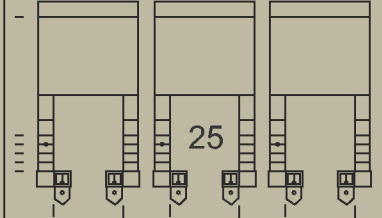
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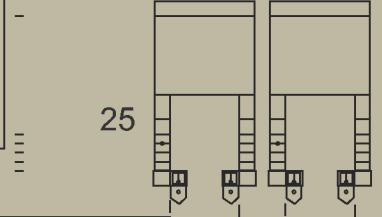
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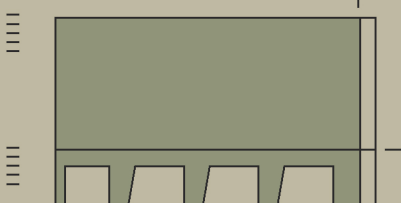
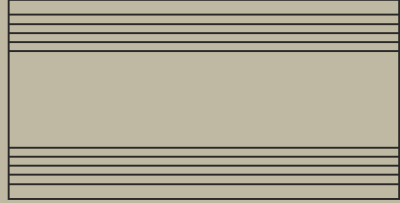
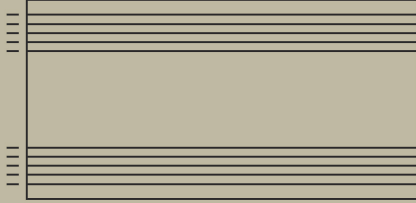
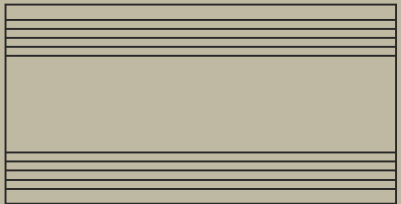
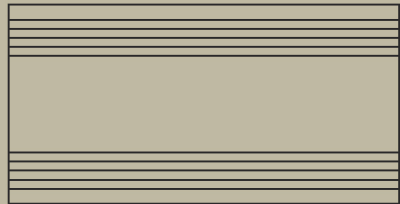
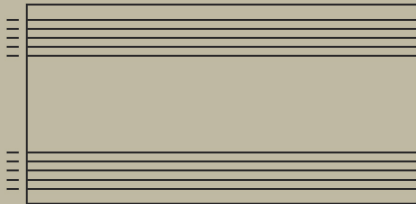
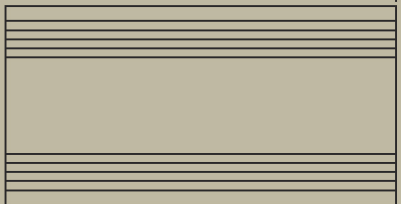
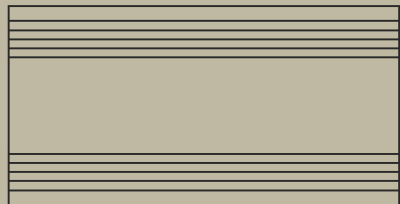
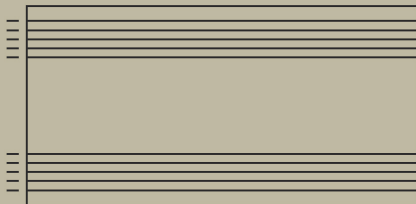
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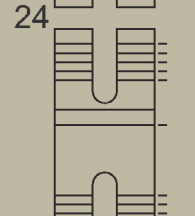
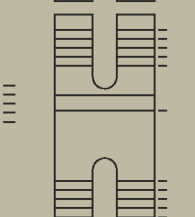
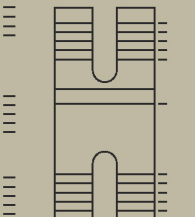
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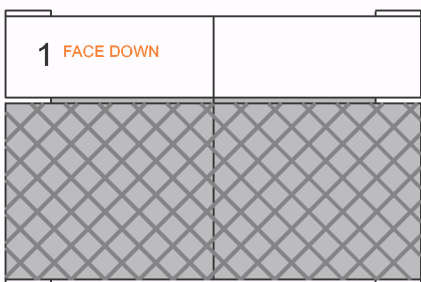
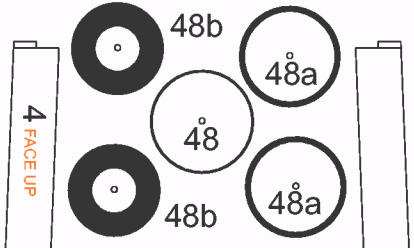
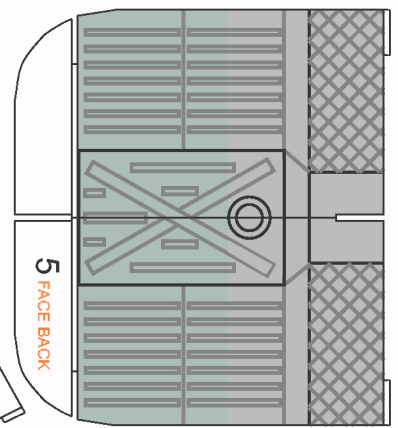
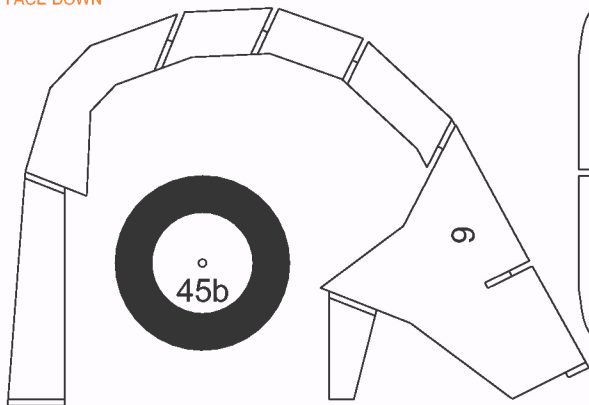
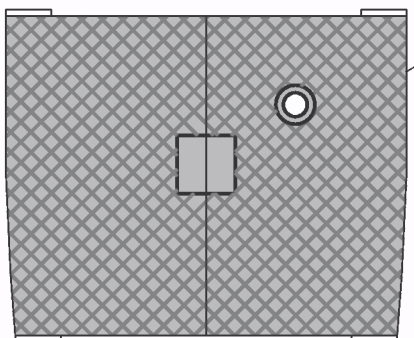
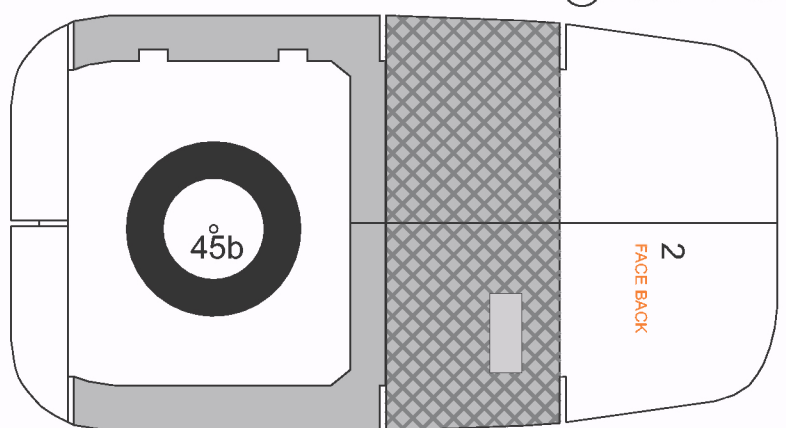
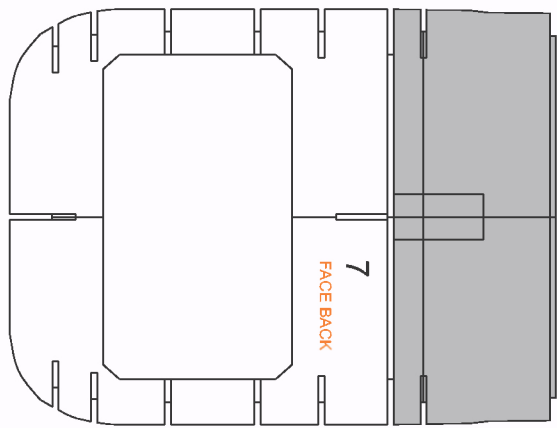
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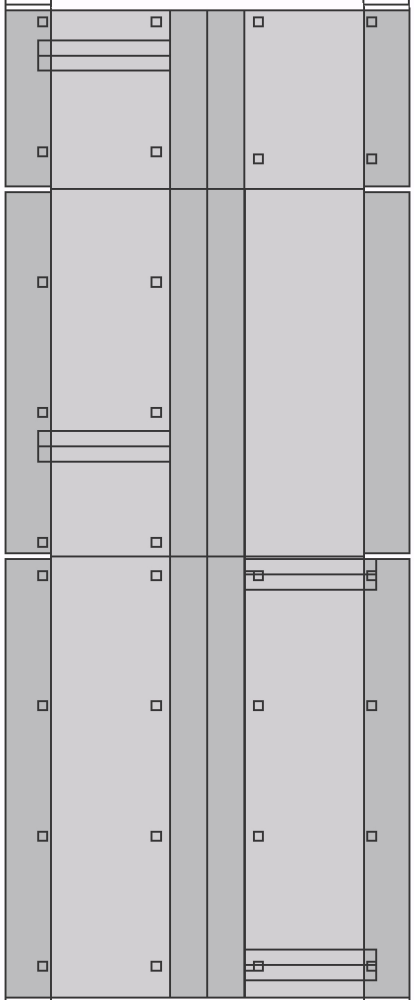
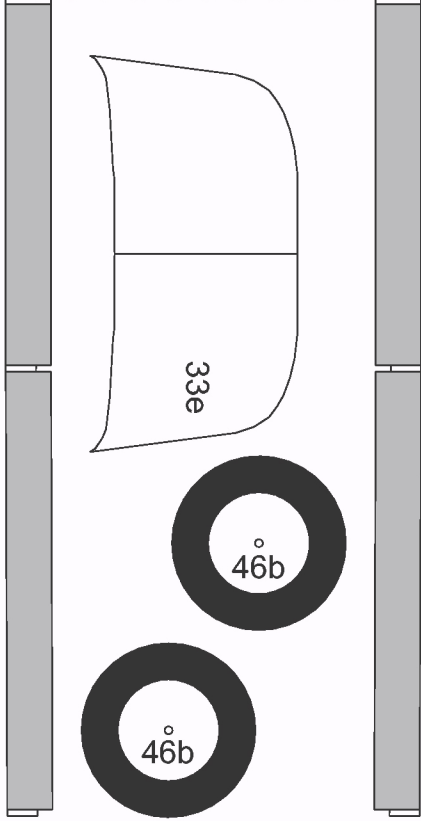
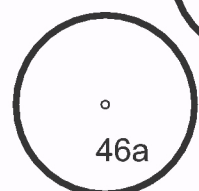
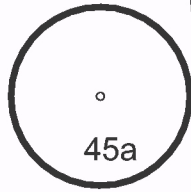
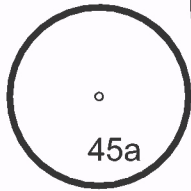
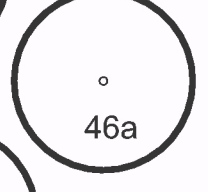
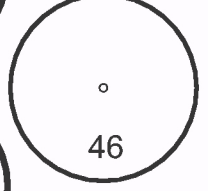
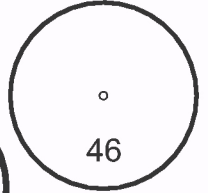
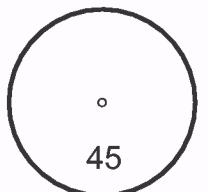
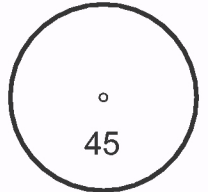
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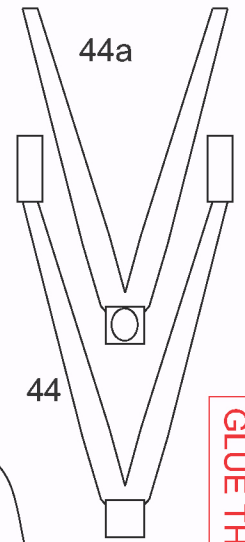
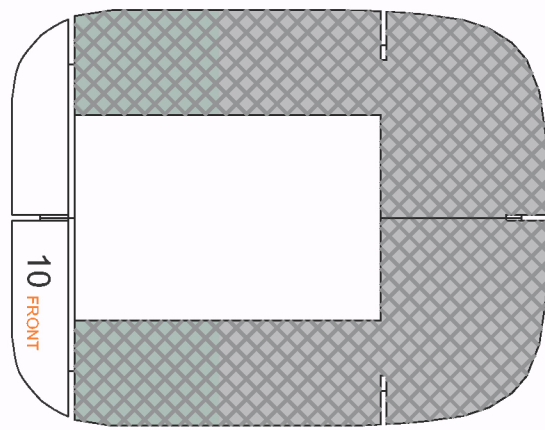
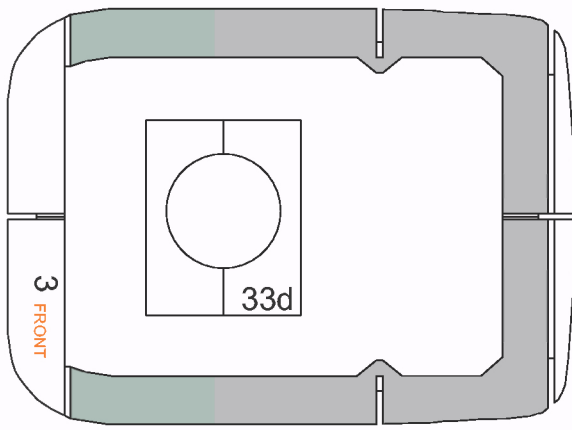
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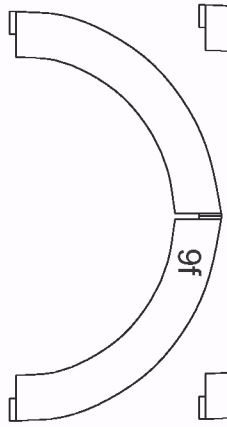
GLUE THIS PAGE ON CARD



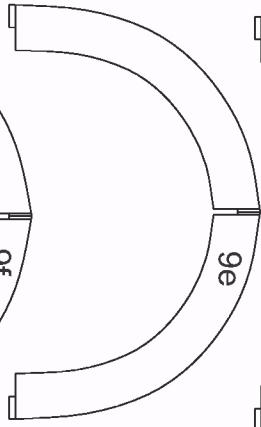


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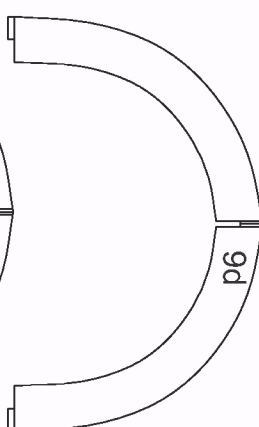
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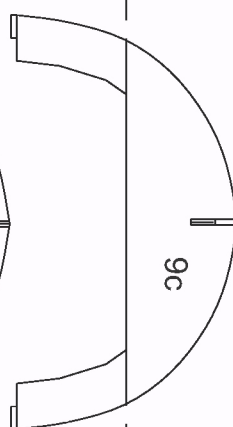
9f



9e



9d



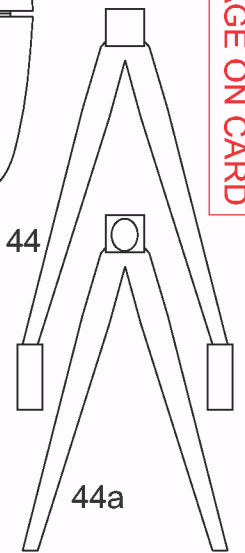
9c



9b

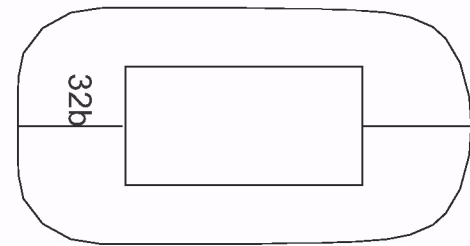


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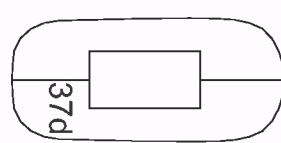


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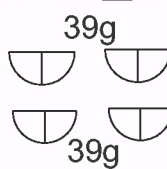
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32b

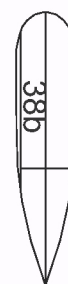


37d

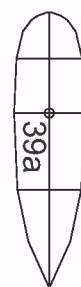


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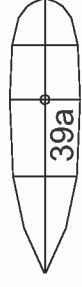
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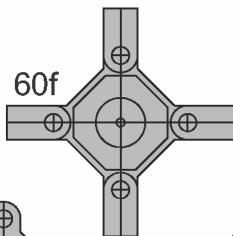
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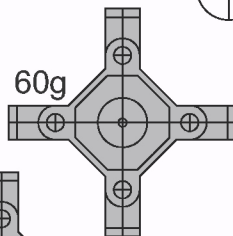
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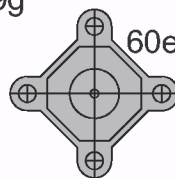
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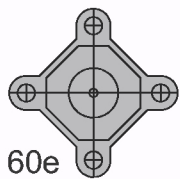
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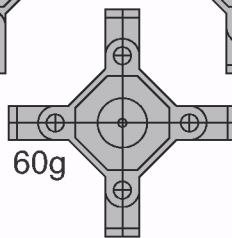
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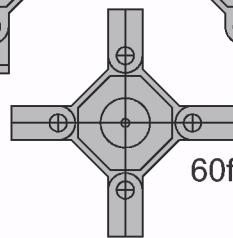
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60e



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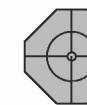
60f



60d



60d



60d



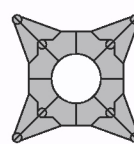
60b



60b



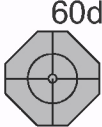
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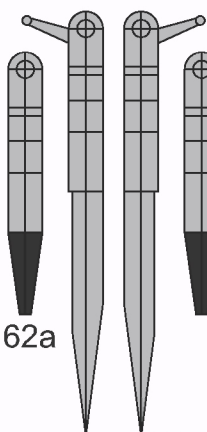
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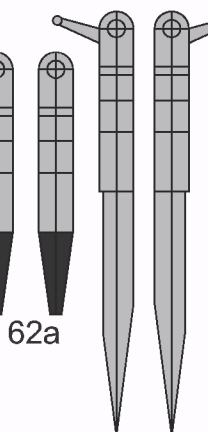
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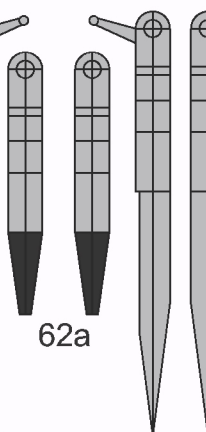
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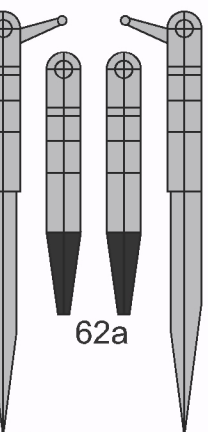
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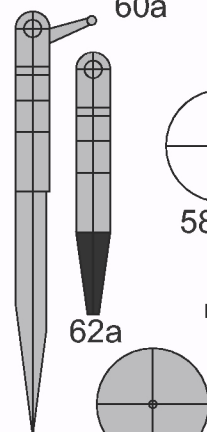
61a



61



61a



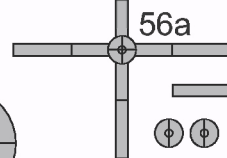
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58b

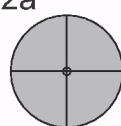


59a



56a

56a



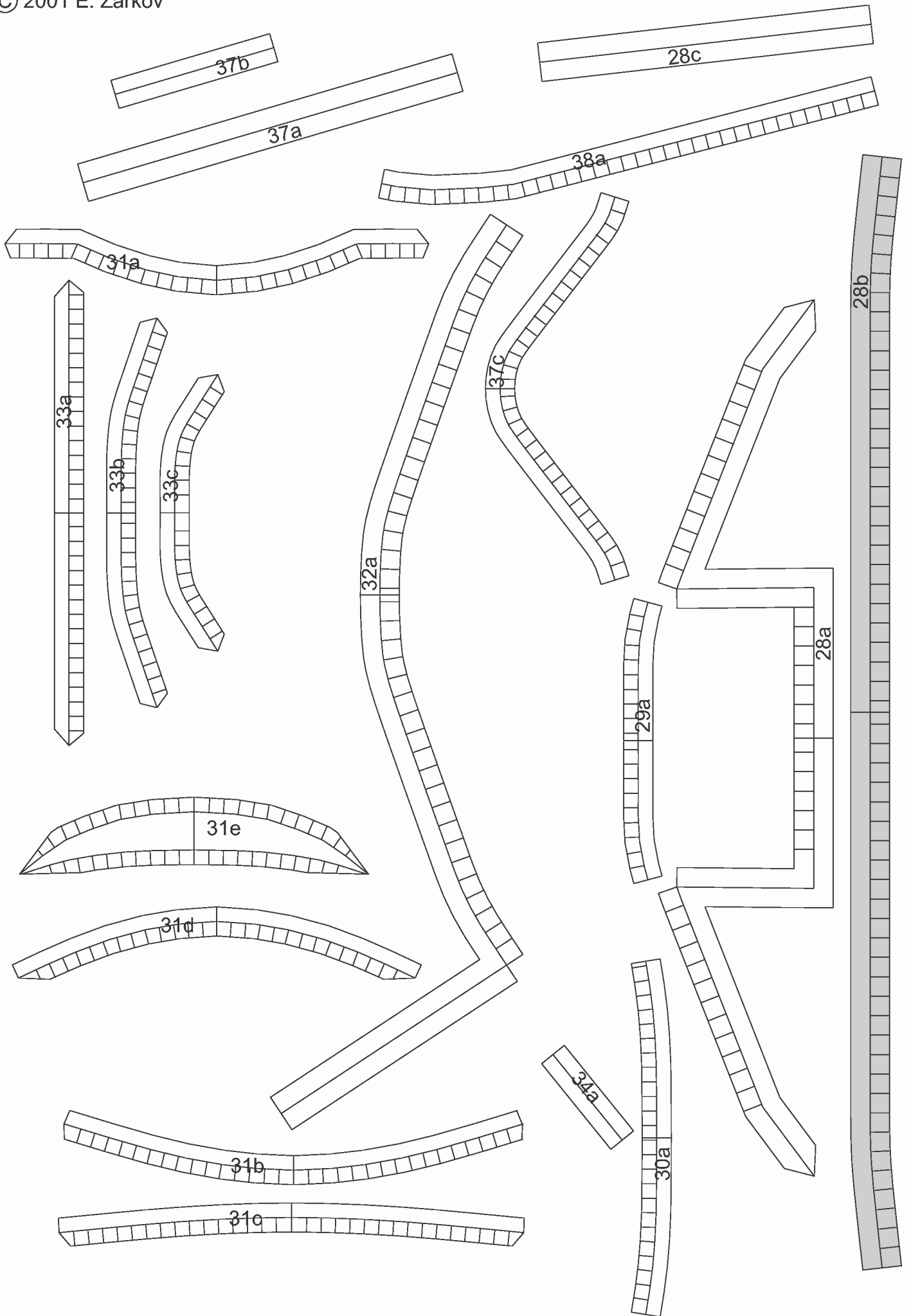
58a



56b



56b

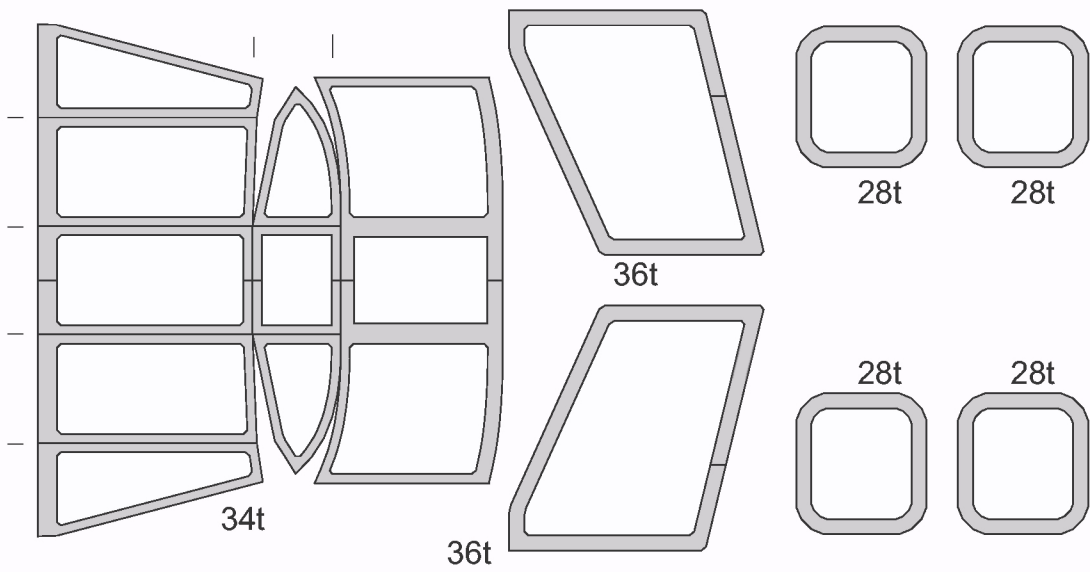


TRANSPARENT PARTS

WARNING

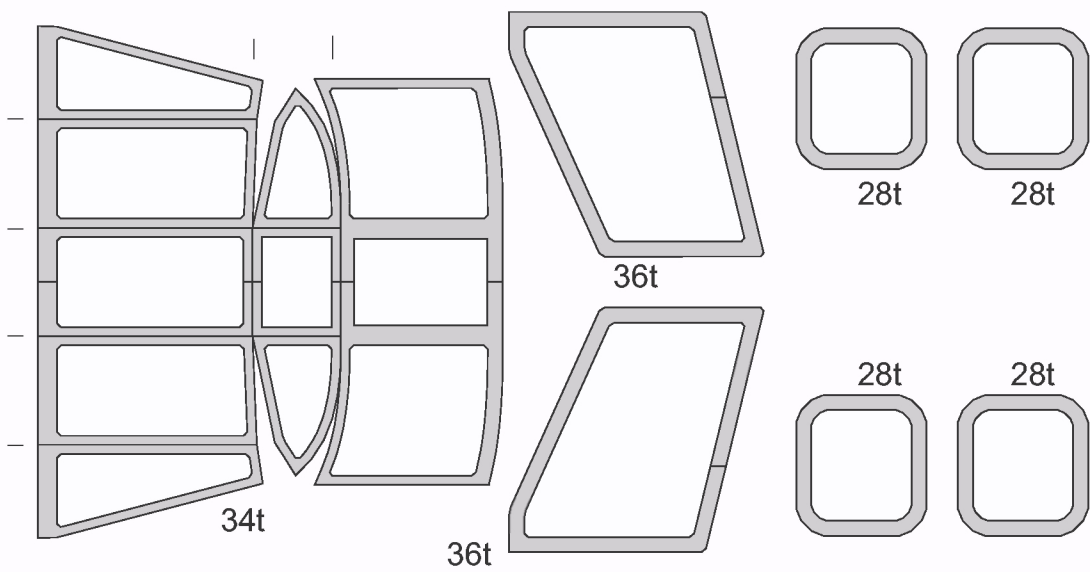
USE ONLY TERMOPROOF
SPECIAL TRANSPARENT FOIL
FOR LASER PRINTING
OF THIS PAGE
USING UNAPROPRIATE MATERIAL
CAN BADLY DAMAGE YOUR
LASER PRINTER!

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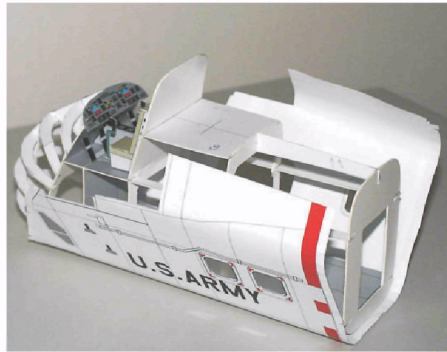
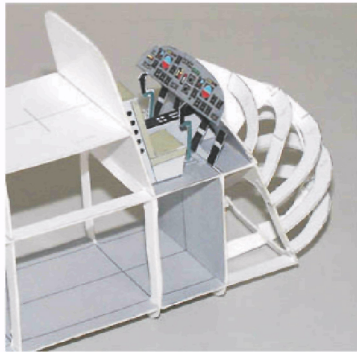


1/32 H34 CHOCTAW

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1/32 H34 CHOCTAW

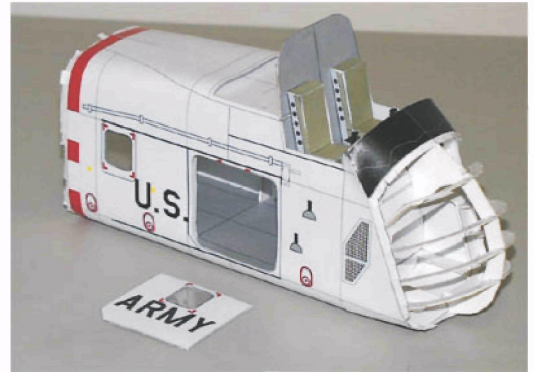


The proposed CH-34C Medevac model is designed as a classic paper kit and is relatively easy to build. Despite its relative simplicity, a special attention and precision in the assembly procedure is required for achieving excellent results. Study carefully the illustrative drawings, cutouts and present instruction before starting the work on the model. Try to imagine the separate assembly phases and the purpose of each detail.

Do not be in a hurry with gluing - carefully check and shape the details until obtain the exact and correct fit. Before starting the work get hold of the necessary tools:

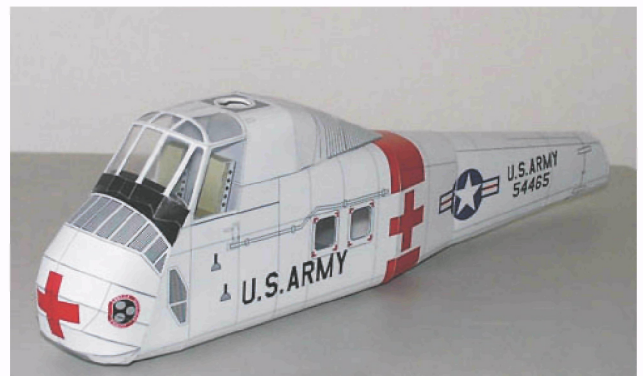
**scissors, sharp modeling knife,
 blunt knife for scoring the fold lines,
 prickler, ruler, nippers**

Please note that the interior parts for the cargo compartment are included in the kit, but are not used and presented in the illustration pictures.



After the acquaintance with the model, you may start the assemblage. Follow the sequence given in the instruction. Cut the necessary details shortly before using them in order to avoid possible mistakes. Score all fold lines before cutting the details. The places of scoring are marked with small thin lines on the continuation of fold lines outside the parts.

Special thanks to **Saul Jacobs** for supplying plenty of pictures taken from himself of the real thing in the PIMA Air Museum - Arizona, USA, that are used as a vital information in the designing of this kit



You can find detailed description of the model's building sequence in the assembly instruction supplied with this kit



If you are happy enough with your finished model, why don't you take few pictures of it and share them with ModelArt? You can contact us on the following email address: modelart@sf.icn.bg