

Alouette III of World Air Forces: PART 5 (designed for 1/72 scale)

Jordan, Lebanon, Mozambique, South Africa, South Korea, Zimbabwe.

The French company Sud Est/ Sud Aviation developed in the 1950s a number of helicopters such as the Alouette III. First flight was in February 1959. The Alouette III type designation was SE3160 and later at Aerospatiale SA316 with Artouste engine or SA319 with the Astazou engine. The Alouette had several roles typical of light helicopters and was very reliable. The last Alouette III was delivered in 1985 from Aerospatiale. But the Alouette III remained to be built in license at Hindustan Aeronautics (HAL) in India as the "Chetak". Over 2,000 Alouettes were manufactured and it was used by over 50 World Air Forces and many are still flying the Alouette III today.

CAMOUFLAGE AND SCHEMES

There is a large variety in Alouette III schemes as used by various World Air Forces.

See the particular suggestions of each scheme. My website AircraftinPlastic.com can help building your model. On the website also books and internet sites are listed and are some manufacturer downloads available.

Often configurations varied as Alouettes delivered to an Air Force could be fitted with floatation gear and a hoist. Different antennas and pilot aids could be fitted like rear view mirrors. So it is strongly recommended to study photos in books and internet to pick a particular Alouette though it maybe difficult to find a photo. The precise scheme colours used by a particular Air Force are often unknown.

On the decals sheet are as a few extra tail rotor warning and Alouette markings. Sometimes also some extra codes and numbers make it possible to make a slightly different Alouette model.

DECAL APPLICATION

The decal sheet has ONE continuous print film, so each decal needs to be cut out with fine scissors. No other prior decal preparation is needed. Each cut out decal can be applied as usual after soaking it a short while in water. Decals are EXTREMELY THIN, so slide off from the wet backing sheet on a horizontally held GLOSSY model surface. Do not use tweezers! They will fold doubled!

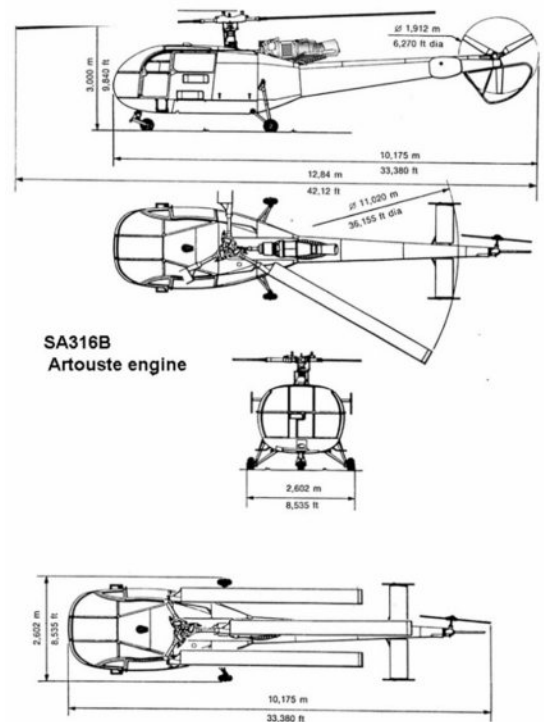
Note that a decal that contains a white section is often split in two parts. To apply the full decal marking, first set the white decal section at correct position and on top of that the coloured section. On the decals sheet you will often see an "arrow" to indicate this way of application (on white surfaces, the white section is optional).

After all decals have been applied, finish the model with your preferred final gloss, matt or semi-matt varnish coats. This will also protect all the decals.

MODEL KITS

In 1/72 scale only **Heller of France** has an Alouette III kit that has appeared in various boxes with some changes in parts. In the kit are parts for the SA316 with Artouste engine or SA319 with the Astazou engine.

(Note: the same 1/72 kit was also released by **Kovozavody Prostejov**).



Jordan

Some 15 Alouette III SE3160 were used by the Jordan Air Force from the early 1970s.

This SE3160 c/n 1241 is coded "white 308" in Arab numbers on both sides of the tail boom and flown by the "Air lift wing" no.3 squadron from 1971. The overall colour is white with lower areas in dark blue with tiny blue-white-orange-white cheat lines.

These tiny cheat lines are decals stripes. Paint white overall first. Then use the cheatlines as pattern to carefully mask and paint the dark blue.

(the dark blue is approx. FS15193). (Note that you may not need the very tiny white decal sections of the cheatlines when masking was accurately done as the underlying surface is white). Trim the cheat lines to fit.

The old style Jordan flag is on the tail fin plates and small white Alouette logos amidst the cabin. The tail rotor colours are standard yellow with red stripes as is the tail bar. The main rotor tips are bright red and the main rotor blades probably medium grey. The exhaust cover was also painted white. Often the Alouette was seen with a lifting gear below the belly.



Lebanon

The Lebanon Air Force used some 8 SE3160 and 7 SA316B Alouette III helicopters probably already in the 1960s based at Rayak and the Aviation School.

The shown SE3160 c/n 1393 coded L-220 (also in Arab numbers) has an overall finish of medium blue (approx. FS15102). It also had an extra yellow painted tail bar, small fairing on the lower tail boom with antenna and a pair of long wire antennas on the nose.



The tail rotor colours are standard yellow with red stripes and yellow tail bars with an extra long yellow tail bar as shown. The main rotor tips are bright dayglow red and the main rotor blades probably medium grey. The Artouste exhaust cover is also medium blue. Note the small white Alouette logos aft of the cabin sliding doors and SE3160 numbers on the rear fuselage. The yellow DANGER marking is on each tail fin plate.

Mozambique

Mozambique used over 20 SE3160 and SA316B Alouette III helicopters, many were ex-Portuguese taken over.

SE3160 coded "black" C9-HAP c/n 1752 (* ex-Portuguese FAP 9360) had an attractive scheme of yellow, dark blue trim and probably white fuselage belly. (the code C9-HAQ c/n 1732 is also on the sheet). Exact colours are unknown but the yellow is approx. FS13432.

It is recommended to set a white base colour below the blue decals; so mask carefully.

Then you may not need the very tiny white decal sections of the cheatlines when masking was accurately done as the underlying surfaces are white.

Note also the blue trim lines running below the sliding doors.

Note the peculiar flag on the rear fuselage. Red tail ends and fin plates. The tail bar has an extra rod with relocated near vertical rod in yellow. On a photo the tail rotor was seen faded light yellow. (Unclear if this SE3160 had long wire antennas running between tail and gear legs).



South Africa (2 schemes)

Over 120 Alouette III helicopters were used in South Africa by the Air Force (SAAF) and Police from 1962 during 44 years until 2006. Deployed in many regional conflicts there were many schemes and by 1990 still some 70 Alouettes were operational.

The initial scheme had probably an overall olive drab approx. FS14064 finish. (some Alouettes had olive green approx. FS34098 top sides).

This SAAF SA316B c/n 2230 coded 628 has a wrap around camouflage scheme and the "castle springbok" national insignia. The camouflage is probably dark earth brown BS381C:450 and olive drab approx. FS14064.



NOTE: it was not possible to print the gold tint in the springbok. If desired add the gold with a very very fine brush.

Sometimes badges were seen on the cabin sliding doors. Sand/ particle filters are common and fitted on the Artouste engine air intakes. The tail bar has an extra rod with relocated near vertical rod in yellow. It was also seen with hoist fitted at port. Long wire antennas are seen below the tail boom.

This SA316B c/n 1868 coded 624 has the later SAAF scheme with the national flag. It has the same wrap around camouflage scheme but also bright red panels on the rear fuselage and tail boom spine. Also here the tail bar has an extra rod with relocated near vertical rod in yellow and fitted. Sometimes badges were seen on the cabin sliding doors. It was also seen with the hoist fitted.



By combining codes and badges, other SAAF model finishes are possible. Some extras are on the sheet like a yellow pig badge.

Zimbabwe

Dozens of Alouette III SA316B / SE3160 / IAR316B were flown by Rhodesia armed forces from the 1960s (Rhodesia is now Zimbabwe).

Many were ex-Portuguese and ex- South African and also a few IAR Romania built. Many were operated by no.7 squadron and also flown armed.

The Alouette shown has an unknown number/ code but has a wrap around camouflage scheme of dark brown and dark green. A dust/ particle filter was commonly fitted. The yellow DANGER markings are on the tail end plates and the tail boom has the yellow AIR FORCE titles with bird. The tail rotor colours are standard yellow with red stripes and a yellow-black striped tail bar. On the nose, a pair of wire antennas is common.



South Korea (Navy)

Some 10 SA319B Alouette III (with Astazou engine) were flown by the South Korea Navy (DAEHAN MINGUK HAEGUN) from about 1978 and fitted with a large search radar on the nose. Many flew with no.201/ 621 squadron. They had various stubs and fairings but it is unknown if they could be armed. Below the port nose was a large blade antenna.

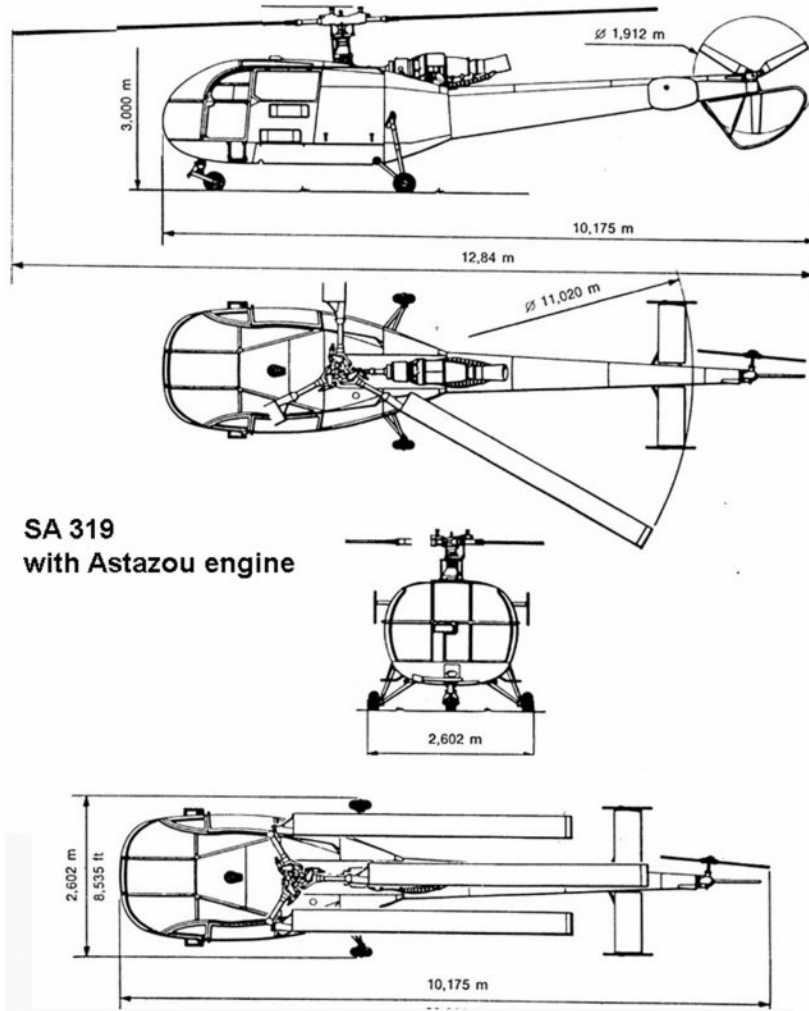
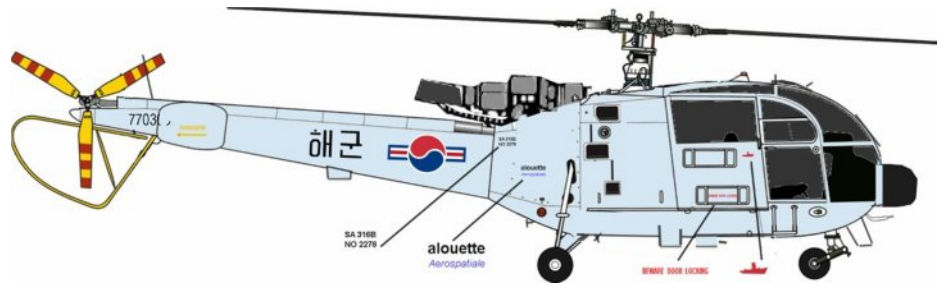
Alouette III SA319B (with Astazou engine) c/n 2307 coded 770303 has an overall light grey colour (approx. FS16492). (on the sheet 770306 is also provided).

Make the large radar nose from scrap, it is gloss black.

The tail rotor colours are standard yellow with red stripes and a yellow tail bar. The main rotor tips are bright red and the main rotor blades probably medium grey.

The yellow DANGER marking are on the tail end plates and the code on the tail boom ends (partly hidden by the tail fin plates on the drawing). Some red coloured markings on the cabin sliding doors are optional.

Shown is a drawing of the SA319B with Astazou engine. (parts are in the 1/72 Heller and KP kits)



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