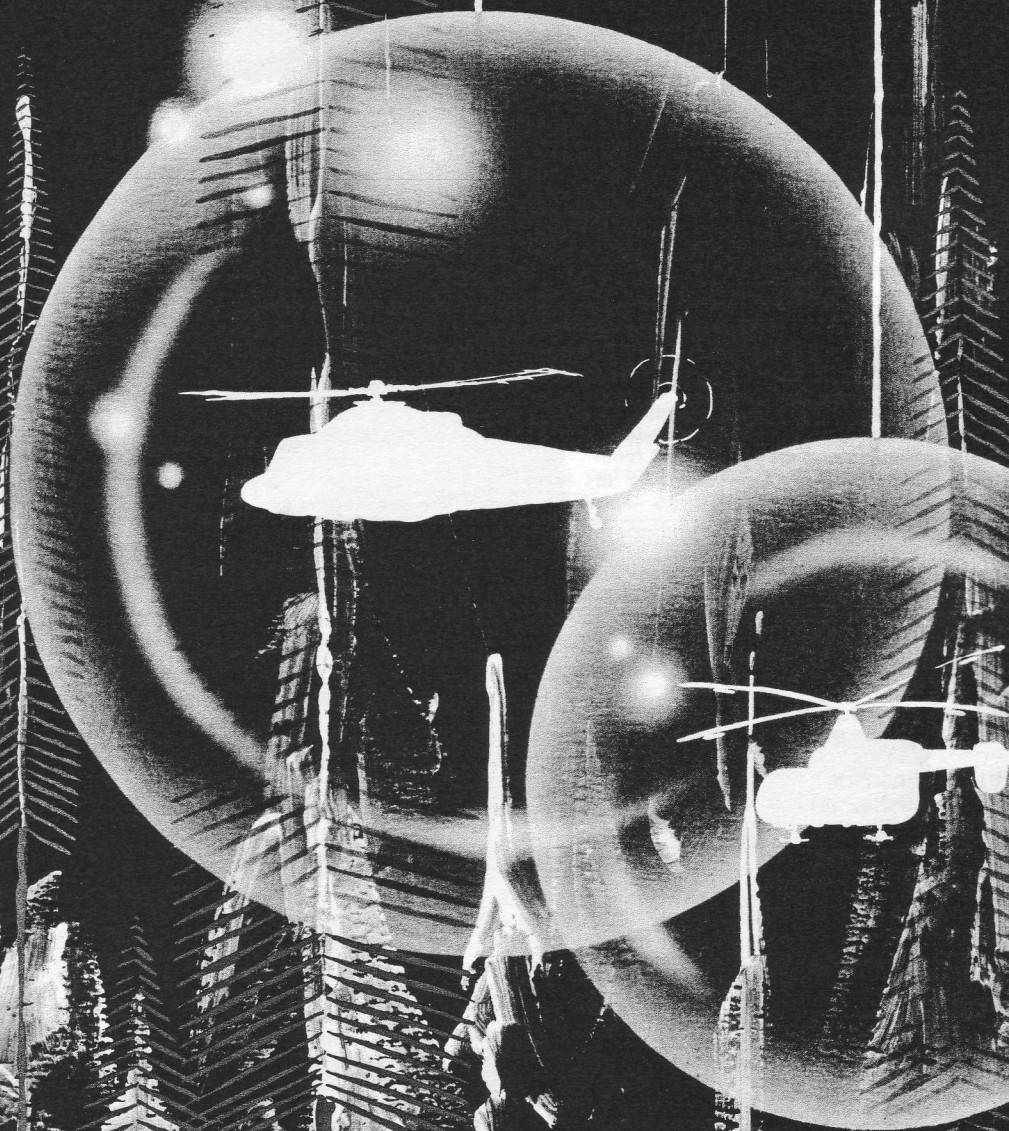
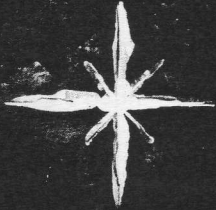


# KAMAN *Rotor Tips*





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## THE COVER

A modern concept with a traditional message—Christmas greetings and best wishes for the New Year. Cover by Donald Tisdale, Service Publications.

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Bloomfield, Conn. 06002

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What's With The Twin?

# UH-2C MOBILE TRAINER

by Stan Balcezak  
NAMT Coordinator  
Customer Service Dept.



When the decision was made to incorporate a second engine in the UH-2, it automatically generated a requirement for providing related changes in the UH-2 Naval Air Mobile Trainers being used at NAAS Ream Field, Calif., and NAS Lakehurst, N.J. As soon as the twin-concept took shape, Navy and Kaman Aircraft personnel met to discuss what trainer modifications and refinements should be made, the extent of the changes, and the most expeditious and efficient manner in which to carry out the project. Modification would entail making the changes and additions necessary to familiarize UH-2C maintenance trainees with the new twin-engine configuration; refinement changes in other areas of the trainer would be aimed at up-dating the NAMT units and panels originally used in UH-2A/B training. These changes would be based on the Fleet training experience gained during the last six years.

After the initial meeting, other discussions were held with experts from the Naval Air Systems Command and the Naval Air Mobile Training Group. Meetings were also held with Naval Air Mobile Training Detachment instructors who have been utilizing the trainers in classes attended by Fleet personnel. In addition, extensive consultations were conducted with KAC Service Engineering and Human Factors staffs to ensure consideration of all applicable experience.

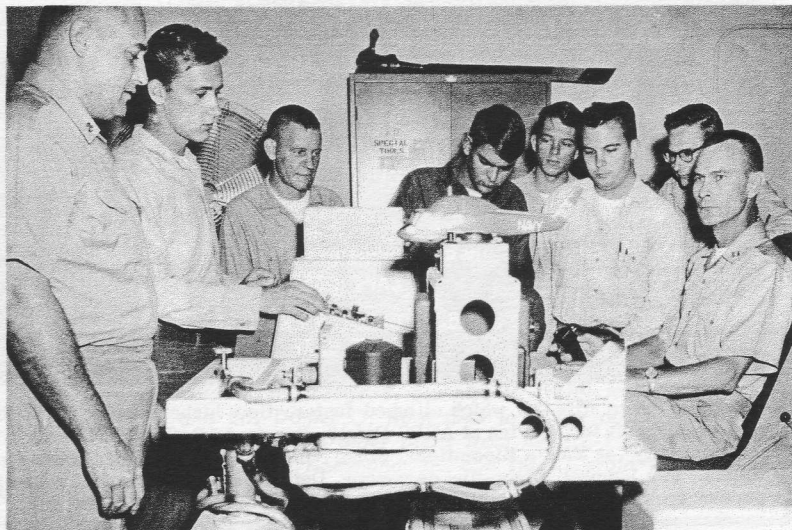
After the completion of main assembly drawings and the preliminary revision of original trainer specifications, a Design Review and Training Plans Conference

was held in September. Meeting with KAC personnel were representatives from the Chief Of Naval Operations; ComNavAirLant; Defense Contracts Administration Service Office; Headquarters, Naval Air Systems Command; Naval Air Mobile Training Group; Naval Air Training Command; and Chief, Naval Air Technical Training. Two helicopter combat squadrons — HC-2 and HC-4 — were represented and NAMTD instructors were also in attendance.

During the conference, approval was given, with only minor changes, to the proposed trainer modification design, specification revisions, and training plan. It was agreed that all outstanding airframe changes would be incorporated into the trainers during modification. In addition, a firm input and modification schedule was established for the NAAS Ream trainer so it could be used for NAMTD instructor training in March of 1967. The completely modified trainer is then scheduled for return to NAAS Ream in April. Plans tentatively established a similar modification and refinement of the NAS Lakehurst trainer in the latter part of 1967.

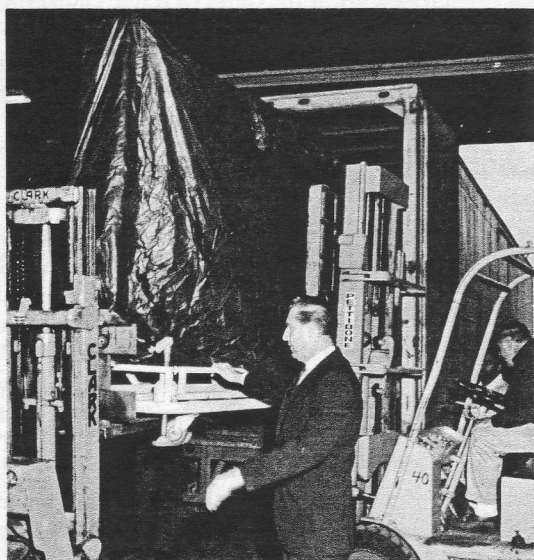
During the intervening period of partial-to-complete Fleet transition to the UH-2C configuration, UH-2A/B maintenance training will be conducted at NAS Lakehurst while UH-2C training will be conducted at NAAS Ream. Since delivery of the twin-engine UH-2 is planned to start in May, interim factory maintenance training courses will be conducted for Fleet personnel during April and May of 1967.

**MEETING PRESENT NEEDS** — NAMTD classes at NAS Lakehurst, N.J., will continue maintenance training on the single-turbine UH-2A/B while the gradual transition is made to the twin-turbine UH-2C. J. L. Spellacy, AEC, is shown instructing a typical AE maintenance class at the Lakehurst facility. To his left are W. L. Sturdivan, AE3; J. D. Chadwick, AE1; Cpl M. L. Carpenter; W. D. Thompson, AE3; G. W. Bailey, AN; L. D. Schneider, AE3; and Lt N. E. Branch. (USN photo)





**CONFERENCE ATTENDEES**—Taking part in the Trainer/Training Plans Conference at Kaman Aircraft were, at table, Mrs. Joyce Brown, representing NAVAIRSYS-COMREPPNCLA; Lt A. G. Perry and ADJC H. E. Humphrey, HC-2 and CNAL; Cdr R. J. McAndrew, CNO; J. Richardson and LCdr J. H. Shidle, NAVAIRSYSCOM; Lt R. E. Klein, DCASO; LCdr R. B. Dawson and ADCS W. J. Smith, HC-4 and CNAL; AECS H. S. Wooten and AE1 H. C. Jordan, NAMTRAGRU and CNATECHTRA. KAC personnel, W. H. Brown, Human Factors; G. S. Garte, Service Design; R. J. Myer and R. L. Bassett, Customer Service; R. H. Holden, R. C. Allen and S. M. Balcezak, NAMT.



**NAMT MODIFICATION**—Stan Balcezak, NAMT coordinator at Kaman Aircraft, supervises unloading of a training panel from NAAS Ream Field, Calif. Modification to meet the training requirement for the UH-2C is now underway.

## WORLD RECORDS OF HH-43B AF S/N 60-263

RECORD	DATE	PILOT
1. 2204 LB PAYLOAD TO 26,369 FEET	25 MAY 61	WALTER C. MCMEEN CAPT USAF
2. ALTITUDE WITHOUT PAYLOAD 32,840 FEET	18 OCT 61	FRANCIS M. CARNEY LT COL USAF
3. TIME TO CLIMB 9.842 FT-2.7 MIN	24 OCT 61	FRANCIS M. CARNEY LT COL USAF
4. 19,684 FT-6.8 MIN		
5. 29,526 FT-14.5 MIN		
6. DISTANCE CLOSED CIRCUIT-655 MI	13 JUN 62	RICHARD H. COAN CAPT USAF
7. DISTANCE STRAIGHT LINE-888 MI	5 JUL 62	CHESTER R. RATCLIFFE CAPT USAF

## Record Holder Goes To Texas



An Air Force HH-43B which climbed faster, flew higher, and farther than any other helicopter of its class in the world has left Kaman Aircraft for service at ARRS Det 13, Perrin AFB, Texas. The aircraft — S/N 60-263 — broke seven world records while on "special duty" at KAC's Bloomfield, Conn., facility. To commemorate these outstanding flights, the plaque above has been affixed to 263. In a farewell flight-line ceremony, Det 13 pilot Capt Troy L. Allen is shown receiving the helicopter's historic log and other papers from William E. Zins, director of customer service. Watching are, left to right, TSgt Marcus E. Russell, helicopter mechanic; 1stLt Larry N. Young, copilot; and Andy Foster, KAC chief test pilot.





## HC-1'S DET GOLF RESCUES 47

The British ore carrier SS August Moon, driven onto Pratas Reef in the South China Sea during a typhoon, had survived the night but a few hours after dawn was in imminent danger of breaking up. Ships were standing by but the heavy seas and shoal water surrounding the reef, 180 miles southeast of Hong Kong, made it impossible to approach the disabled vessel or to dispatch a life boat to rescue the 44 men aboard. A desperate call for helicopter assistance was sent to the USS Oriskany 70 miles away. Shortly after the message was received, two UH-2 SEASPRITES from HC-1's Det Golf launched from the heavily pitching deck of the carrier and began the hazardous journey over the seemingly endless procession of towering whitecaps which surged toward the distant rescue point beyond the horizon. Aircraft commander of one of the wind-buffed helos, "Angel 25," was Lt Josslyn F. Blakely, Jr.; his copilot was Ens Allan S. Woodle. Commander of the other UH-2, "Angel 47," was Lt(jg) James R. Welsh with Lt(jg) Dixon J. Anderson as copilot.

When the two helicopters arrived on the scene it was readily apparent that rescue could not be delayed to wait for more favorable conditions — huge waves were slamming into the sides of the August Moon or breaking completely over the hapless vessel. Despite the turbulence caused by the high winds in the wake of the typhoon and the obvious danger of being engulfed in the angry waters sweeping over the rocks below, Angel 25 moved into position and hovered as George W. Freeman, ATN3, hoisted five of the ship's crew to the helo. As they were transported to the safety of nearby Pratas Island, Lieutenant Welsh in Angel 47 moved into position and the crewman, Robert G. McFadyn, AE3, hoisted other survivors aboard. Again and again each helo repeated the hazardous feat until 24 of the 44 aboard the August Moon were on the island. Now, dangerously low on fuel, both helicopters turned away for the return trip to the Oriskany. As they did so, a third UH-2 from Det Golf arrived on the scene and prepared to hoist survivors aboard. Suddenly, without warning, a giant wave engulfed the rescue helicopter and dropped it into the maelstrom below. The UH-2 was slammed against the rocky bottom 20 feet beneath the surface and then rolled over and over but, somehow, Cdr Dale E. Barck, the pilot; Ens Daniel O. Kern, his copilot; and William F. Thoday, ADR2; the crewman, managed to escape from the battered, but still intact, fuselage. A frantic call from HMS Loch Fada, a British destroyer at the scene,

alerted Angels 25 and 47 to the emergency and, ignoring their lack of fuel, they immediately turned back to rescue their shipmates. Lieutenant Blakely's helo plucked two from the foam-covered sea and the third was rescued by Lieutenant Welsh and his crew. Although scraped and bruised, all three survivors escaped serious injury.

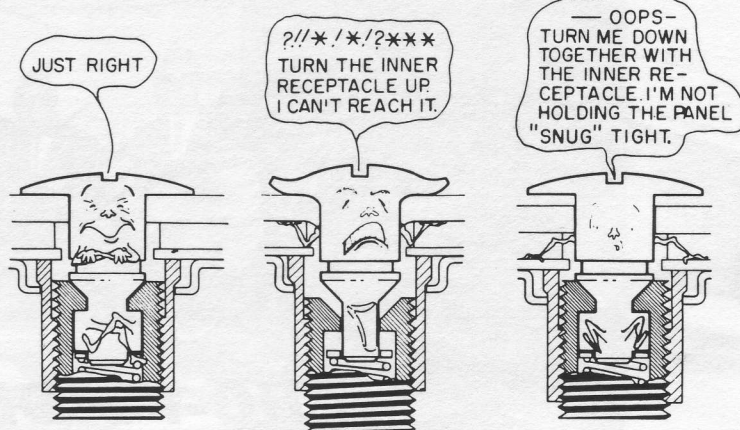
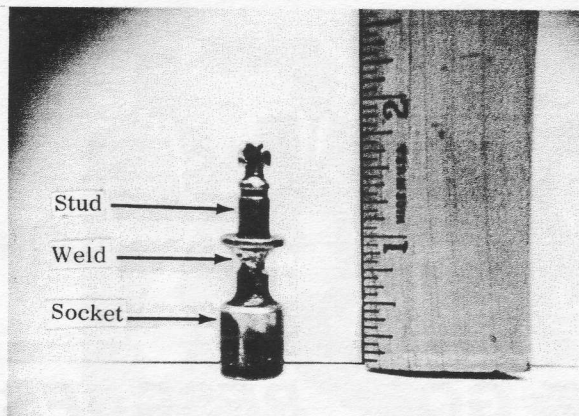
Minutes after returning the rescued helo crew to the Oriskany, the two UH-2's refueled and were on their way back to rescue the remaining survivors from the August Moon. Working at a feverish pace and in constant danger from the still heavy seas, the two helicopters lifted the other 20 survivors from the stricken vessel. Lieutenant Blakely, as helo commander, was credited with rescuing 17 persons, and Lieutenant Welsh, serving in the same capacity, rescued 20. Lieutenant Anderson, as copilot, rescued 30 persons and Ensign Woodle, copilot, 17. Petty Officer McFadyn was credited with 13 rescues and Petty Officer Freeman with 14. UH-2 crewmen Roger P. Gibney, AE3, and Allen E. Salsbury, AN, who also shared in the perilous mission, were credited with 17 and 3 "saves" respectively. The helo crewmen played a vitally important part during the entire operation. In constant danger while standing by the open door, they expertly manipulated the hoist and guided the survivors, many exhausted or bewildered, into the rescue helicopters. The majority of the crew aboard the August Moon were Hong Kong Chinese so a language barrier added to the difficulty.

For the humanitarian service performed under extremely adverse and hazardous circumstances Lieutenant Blakely and Lieutenant Welsh were each recommended for the Distinguished Flying Cross. The other UH-2 crewmembers were recommended for Air Medals. In recognition of the Oriskany's life-saving efforts, a silver cup was presented by the Eastern Sun Shipping Company to Capt John H. Larrobino, commanding officer of the carrier. James Lu, managing director of the company, described the four-and-one-half hour operation as "one of the most heroic I've ever heard."

*Shortly after selflessly risking their lives on this humanitarian mission, Lt. Josslyn F. Blakely, Jr., Lt(jg) James R. Welsh and Ens Daniel O. Kern died in a fire aboard the USS Oriskany. Two other pilots from the HC-1 detachment—Lt Julian D. Hammond, Jr., and Lt(jg) Gerald W. Siebe—also perished in the same tragic accident.*



# Paneloc Adjusting Tool



A simple tool, see photo, may be easily fabricated for use in adjusting the 1/4-turn Paneloc fasteners used on the cockpit floor panels and the access cover over the shackle release on the auxiliary tank supports. When used in conjunction with a ratchet, it makes the job easier for the mechanic and also eliminates the use of a screwdriver which may cause damage when attempting to raise or lower the inner receptacle so the stud can be properly engaged. To make this tool, weld a Paneloc stud onto a worn or discarded 1/4-inch drive socket. If an extension is desired, weld a suitable length of 1/4-inch steel rod into the socket and onto the head of the stud. When dealing with Paneloc fasteners, remember — "adjustment, not removal or repair, is usually the answer if the fasteners fail to engage and achieve the proper degree of snugness." See the accompanying figure for Paneloc adjustment and the October-November, 1965, issue of KRT for further information.

F. L. Fragomeni, KAC Flight Test

## USCG-USAF SAR School Opens

A USCG-USAF school devoted exclusively to search and rescue operations opened its doors recently at the Coast Guard Base on Governors Island, N.Y. Said to be the world's first organization to specialize exclusively in such instruction, the school's four-week courses will cover all aspects of SAR in every conceivable environment — over water, under water, inland and even in outer space.

USCG Cdr Clarence C. Hobdy, Jr., who heads the school, said its mission is "to present all aspects of the broad spectrum of the Search and Rescue field to students of diversified backgrounds and experience levels." He said that, under the guidance of instructors from both services, students will use a mockup rescue coordination center and work on simulated SAR situations which

include organization of the life-saving facilities at hand and how to deploy their forces to form an effective, coordinated rescue mission. Various training films will also be shown and models of rescue aircraft — including the HH-43 and UH-2 — utilized for instruction purposes. Attending the first class, which began in October, were Coast Guard, Air Force, FAA, and foreign military personnel.

According to the U. S. National Search and Rescue Agreement of 1956, the Coast Guard is responsible for search and rescue operations at sea and the Air Force is responsible for inland search and rescue. For a number of years, both services have felt the need for a school that would offer training in the methods of worldwide search and rescue.



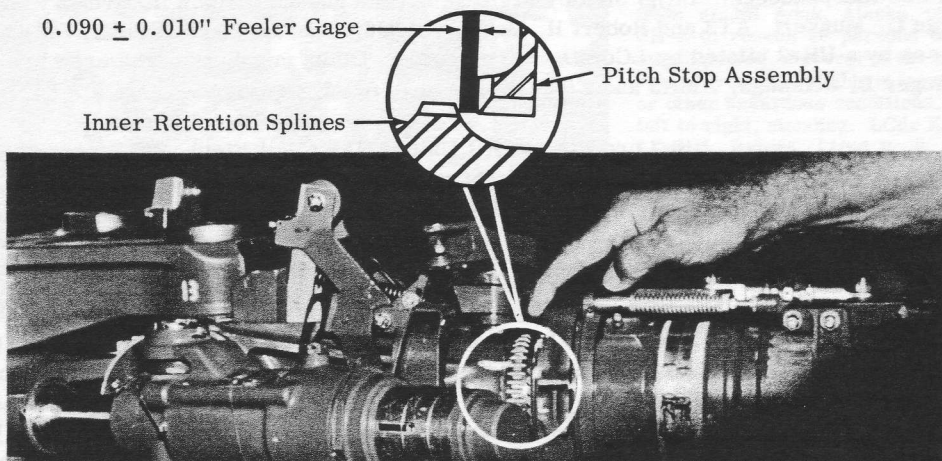
**NATC ACTIVITIES**—UH-2 crew poses after final flight during a special project at the Weapons Systems Test, Naval Air Test Center, NAS Patuxent River, Md. Left to right are Sam Caprio, senior engineer and C. Ken Potyen, engineer, NANEP; Paul Whitten, KAC service representative; Lt Paul Hoffman, project pilot, WST; and Billie Rosiere, AMS3, plane captain. Lieutenant Hoffman logged his 1100th flight hour in the SEASPRITE during the flight and Petty Officer Rosiere received his helicopter aircrew wings for outstanding service as the UH-2 plane captain and project test aircrewmembers. In second photo, Cdr E. L. McNett, assistant director of WST, and Whitten present Lieutenant Hoffman with a Kaman Mission Award for a rescue performed with the UH-2 while serving with HC-2 aboard the USS Forrestal. The Lieutenant had previously received a Navy Commendation for the rescue. (USN photo)



# Timely Tips

## Pitch Stop Assembly Clearance Check (UH-2)

To assure positive contact between the rotor blade locking wedges and the rotor blade folding arm forks, a dimension of  $0.090 \pm 0.010$  inch must be maintained between the splined face of the pitch stop assembly, P/N K618292, and the exposed splines on the inner retention. This dimension check is made AFTER the locking handle torque has been stabilized. (Refer to HMI, Rotor System, NAVWEPS 01-260HCA-2-5, for procedures to adjust the folding lock torque.) When the  $0.090 \pm 0.010$  inch dimension is maintained, the pitch stop assembly will have the necessary clearance needed in both spanwise directions on the retention assembly. This will preclude the possibility of the pitch stop bottoming out against the outer retention or interference with the splines on the INNER retention and eliminates the need to check for 0.030 inch clearance as presently specified in the HMI. See cutaway view for location of feeler gage insertion. This information will appear in a future revision to the HMI.

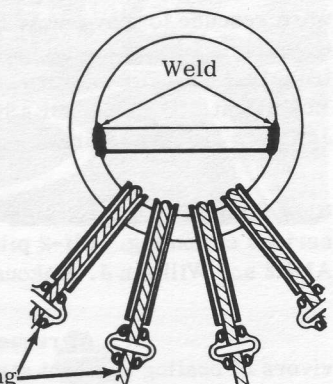


To check clearance place a  $0.090 \pm 0.010$  inch feeler gage flat against teeth on the face of the pitch stop assembly and slightly below tip of splines on inner retention.

W. J. Wagemaker, Service Engineer

## FSK—Soft Hose Kit, P/N 58C49 or A58C49 (HH-43B, HH-43F)

To speed up the rescue process during an alert, the suppression kit cargo hook attaching ring, P/N 63C96-1, can be reworked for quicker and easier hookup to the helicopter. This rework consists of welding a straight piece of stock in a slightly off-center position so that it divides the ring into two sections (see drawing). Correctly position the 4 cables on the lower portion of the ring before welding the crosspiece. The stock used should be similar to the ring's 1/2-inch diameter stainless steel; and heliarc, rather than oxyacetylene, welding should be used to prevent changing the temper of the steel. The use of this type of ring has two advantages: (1) The support cables to the fire suppression kit are easier to keep in order (2) with the added piece used to close and check the helicopter cargo hook, the hookup then becomes a simple one-hand operation.

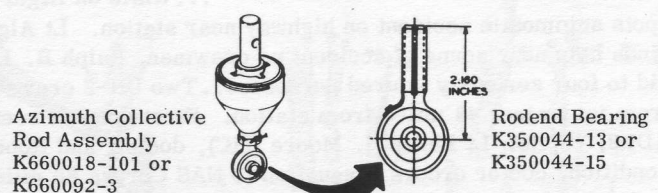


Position Cables Prior To Welding

W. J. Wagemaker, Service Engineer

## Azimuth Rodend Bearing Replacements (UH-2)

Rodend bearings, P/N K350044-13 or -15, on the azimuth collective rod assembly, P/N K660018-101 or K660092-3, should not exceed  $2.160 \pm 0.010$  inches in length when measured from the center of the bearing to the end of the shank. A dimension other than the one specified may result in damage to the collective rod thrust bearing. See drawing for application.

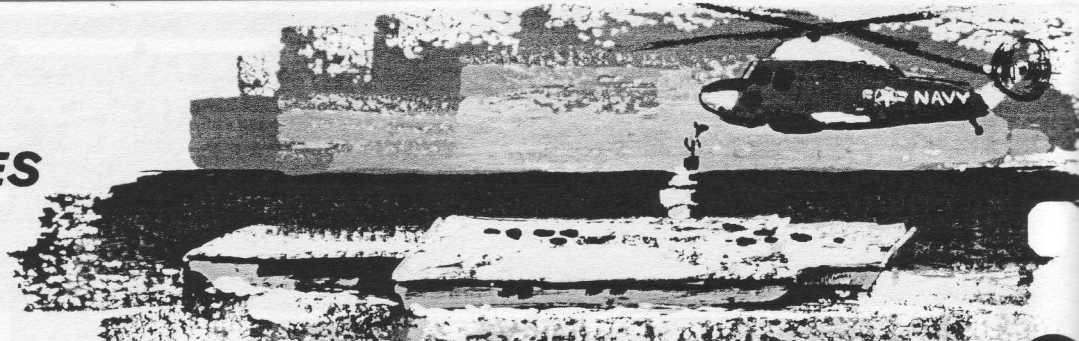


P. M. Cummings, Service Engineer



# SEASPRITE

## ACTIVITIES



... Injured marine evacuated from cabin in almost inaccessible blind canyon by UH-2 crew from AMD, NS Adak, Alaska. Crewman J. A. Kidwell, AMS1, lowered to floor of canyon to assist. To complete hazardous mission, UH-2 pilot Lt William W. Cosby flies back down to bay which is glassy smooth and hidden under mist, haze and patches of fog. Others aboard SEASPRITE are Capt Ronald Roemer, USMC, copilot; R. J. Litzinger, AMS3, and G. L. Rupp, HN3, crewmen.

... Plane handler who plunged from deck of USS Intrepid rescued from Atlantic by plane guard UH-2 three minutes afterward. Helo attached to HC-2's Det 11 and manned by Lt(jg) Melton E. De Fries, pilot; Lt(jg) David A. Stull, copilot; Frank P. Marvaso, ATNAN and Carl P. Becker, ADRAN, aircrewmembers. ... Pilot who ejected from his crippled A-4 over the Mediterranean rescued from life raft by SEASPRITE crew from HC-2's Det 62 aboard USS Independence. Lt(jg) Stanley R. Kruk is pilot and Lt William H. Gregory copilot of UH-2. Crewmen are George C. Munkert, AT3 and Robert H. Dougan, ADJ3. ... In another rescue by Det 62, man overboard is plucked from sea by a UH-2 piloted by LCdr David Lawrence. Other members of the crew are Lt(jg) Alan K. Holzapfel, copilot; Roger D. Jennings, AMH3 and Clyde S. Harting, ADJ3, crewmen.

... UH-2 crew from SAR Unit at NAS Cecil Field, Fla., scrambles when plane making night take-off stalls and pilot ejects. Afterward, flight made to NAS Jacksonville Hospital with accident victim. SEASPRITE pilot is Lt Algirdas Bacanskas, George R. Spoon, ADJAN, crewman, and Lt Bowman (MC), doctor. ... In midnight rescue, UH-2 crew from SAR Unit at NAS Jacksonville, Fla., plucks two-man crew from shrimp boat after it goes aground in choppy seas. Pilot of SEASPRITE is W. A. Wilkinson, ADRC (AP) and E. D. White, AMH3, is crewman.

... Ten persons rescued from Rocky Island in Tokyo Bay by SEASPRITE crew from HC-1's Det Atsugi at NAS Atsugi, Japan. Helo dispatched to aid after wind picks up and impossible to make trip back to shore safely. Three flights made to evacuate entire group, their boat and equipment. LCdr James D. Hoskins, UH-2 pilot; Lt James D. Karr, copilot; Roger T. Campbell, ADJ1 and William G. Purnell, AN, crewmen. ... UH-2 crew from SAR Unit at NAS Oceana, Va., returning to base when civilian swimmer is spotted in water far from shore and hoisted to safety of helicopter. Lt Louis H. Petersen is pilot of SEASPRITE and H. G. Crumbly, ADJ2, and D. W. Berube, ATR3, crewmen.

... UH-2 crew from HC-2's Det 60 aboard USS Saratoga rescues pilot from Mediterranean and returns him to deck of carrier within 12 minutes after his plane left flight deck and plunged into sea. Helo loud hailer used by Lt Benjamin B. Vincent, SEASPRITE copilot, to warn rescuee to move away from his chute during rescue and fishpole boom also utilized during operation. Lt Howard C. Cobb is UH-2 pilot and Michael R. Holloran, AMH3 and Paul F. Leipold, AMH3, are crewmen. ... Man overboard from USS Franklin D. Roosevelt rescued from Caribbean by UH-2 crew from HC-2's Det 42 aboard the giant carrier. Lt Vincent L. Onslow, SEASPRITE pilot; Lt(jg) Frank M. Dirren, Jr., copilot; Randolph Coble, ADRAN and Rene J. Cote, Jr., AE3, crewmen.

... SEASPRITE crew from SAR unit at NAS Cubi Point, P.I., lands in small jungle clearing to evacuate member of jungle survival school who had suffered a serious cut on leg. UH-2 pilot is Lt C. A. Herpick and Lt F. L. Pinson is copilot. Crewmen are K. D. Myhre, AMH2 and William J. Makousky, ADJ3.

... At request of Coast Guard, UH-2 crew from HC-2, NAS Lakehurst, N.J., flies to aid of two survivors of boating accident stranded on jetty by rising tide. "Fishpole" boom on helicopter used to pluck men from precarious position without incident. Lt(jg) James P. Murphy, SEASPRITE pilot; LCdr Merrill A. Delange, copilot; Donald E. Wright, AMH1 and Stephen P. Sinkovich, AMH3, crewmen.

... While on flight in UH-2, crew from SAR Unit at NAAS Kingsville, Texas, spots automobile accident on highway near station. Lt Algirdas A. Kapocius, pilot, radios for assistance and then lands helo near scene of accident so crewmen, Ralph B. Large, ADR2 and James A. Manning, HM2, can render first aid to four seriously injured persons. ... Two UH-2 crews from NAAS Kingsville Unit go to aid of jet pilot who ejected from jet trainer 43 miles from station. First crew at scene consists of LCdr Garry Grant, pilot; Philip P. Germann, ADR3, copilot; Lt Philip H. Moore (MC), doctor; and Robert J. Ishmael, HM3, medic. Due to survivor's critical condition, doctor orders evacuation to NAS Corpus 80 miles away and second UH-2, with greater fuel load aboard, makes flight. Pilot of second SEASPRITE is Lieutenant Kapocius while crewmen are Mark M. Hamilton, ADR1 and Donald D. Godfrey, ADJ1.



**UFO AND NOW THIS?**—A sight to swell the ranks of the temperance societies was this broom-riding hitchhiker suspended beneath a UH-2 from NAS Alameda, Calif. The bewitching performance was staged by the SEASPRITE crew for the benefit of children attending the 25th anniversary celebration at the air station sometime ago. Flying the unusual Halloween mission were Lt Ronald C. Spiegel, pilot, Ramon Negron, ADJ2, copilot and Thurman L. Hicks, AMS2, hoist operator. The "witch" was a Blue Angle crewman impressed into service because he had the dubious honor of being the right size for the costume. (USN photo) (Photographs of this nature are always of interest to KRT, even if not of a current event.)



**PROUD RECORD**—In an area noted for its treacherous weather, members of this SAR team at NS Adak, Alaska, utilized their UH-2 to rescue 28 persons during a 12-month period. Several of the missions involved overwater flights in freezing weather or other hazardous conditions. Pilots are, left to right, standing, LCdr K. J. Mengle, LCdr S. Briggs, Lt(jg) R. B. Thabes and Lt W. W. Cosby. Crewmen include W. Lentz, AMS3; J. A. Kidwell, AMS1; E. W. Thomas, ADJAA; D. J. Mitchel, ADJ3; I. F. Hackett, AE2; R. L. Barker, ADJ2; and R. J. Litzinger, AMS3. (USN photo)

## HC-4 SEASPRITE Makes 1000th Landing

A UH-2 from HC-4, NAS Lakehurst, N.J., made the one-thousandth landing of a helicopter on the USS ALBANY's flight deck August 11 while the ship was participating in operations with the Sixth Fleet in the Mediterranean. The crew of the SEASPRITE, which is deployed aboard the ALBANY, made the landing after a flight to take the official ship's picture. The six-man crew of the helicopter and the craft's two pilots, Lt F. A. Riddle, USNR, and Ens James R. Williams, USNR, were quite elated about making the one-thousandth landing.

Members of the helicopter crew are: Robert W. Kennedy, AD2, crew leader; John O. Johnson, AME2; Ronald H. Andrus, AE2; George V. Faggiano, AT3; Robert J. Tilp, ADJ3; and Patrick L. Nichols, AN.



**1000TH LANDING**—An HC-4 SEASPRITE makes historic landing aboard USS Albany. Shown sharing "cake-cutting honors" afterward are Capt Jack L. Wohler, commanding officer of the ship, and Lt Fred A. Riddle, UH-2 pilot. Watching are Ens James R. Williams, copilot, members of the helo crew, and several of the Albany's officers. (USN photos)



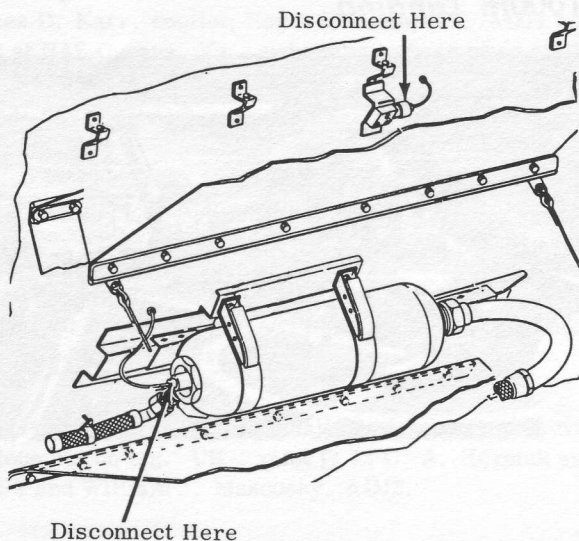


# Q's AND A's

*If you have a question regarding Kaman Aircraft maintenance, send it along to Rotor Tips. The Service Department's engineers will be glad to answer it.*

**Q.** (Applies UH-2) TO PREVENT THE POSSIBILITY OF PERSONNEL INJURY OR AIRCRAFT DAMAGE, WHAT PRECAUTIONS MUST BE TAKEN PRIOR TO AN ELECTRICAL CONTINUITY CHECK ON THE FLOTATION GEAR CIRCUIT?

**A.** Before performing electrical continuity checks on the flotation gear circuit: (1) Visibly check to see that both left-hand and right-hand gas generators and bolt cutters electrical connectors are disconnected before induction of current into the wire circuitry for test. The connectors must remain disconnected until all the checks have been completed and the test set has been disconnected from the aircraft wiring. See sketch for disconnecting points. (2) Before removing any electrical component for replacement or servicing, be sure that all the power switches are in the OFF position and the battery is disconnected at the quick-disconnect point.



M. Whitmore, Jr., Service Engineer

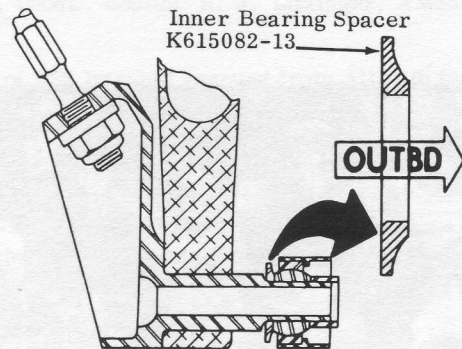
**Q.** (Applies HH-43B/F) WHY SHOULD BLOWER DRIVE SHAFT FLEXIBLE CABLES NEVER BE DEGREASED?

**A.** During manufacture, each cable is immersed in hot grease to allow penetration of the lubricant between the overlying wire wraps. Subsequent immersion of a cable in degreasing fluid will remove this internal lubrication and probably result in accelerated wear during the cable's next period of use.

F. E. Storses, Service Engineer

**Q.** (Applies UH-2) WHAT IS THE CORRECT POSITION OF THE INNER BEARING SPACER, P/N K615082-13, ON THE ROTOR BLADE INBOARD FLAP SUPPORT BRACKET?

**A.** Always install the inner bearing spacer on the inboard flap support bracket with the cone side (small diameter end) facing outboard as shown in the drawing. Improper installation will restrict bearing operation and may possibly lead to premature bearing replacement or induce a slight "one-per-rev" into the rotor system.



W. J. Wagemaker, Service Engineer

**Q.** (Applies HH-43B/F) WHAT TYPE OF SIMPLE TOOL CAN BE FABRICATED BY MAINTENANCE PERSONNEL TO AID DURING REPLACEMENT OF THE ROTOR BLADE FLAP HORN BEARINGS?

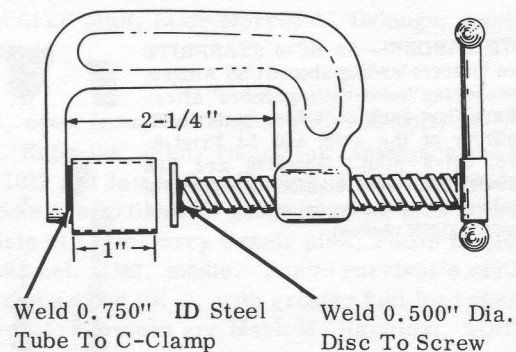
**A.** Fabrication of a tool similar to the one shown in the drawing will aid maintenance personnel during replacement of the rotor blade flap horn bearing. The bearing is replaced by incorporation of T. O. 1H-43(H)B-572. (Rotor blade flap horn bearing, P/N K101032-11, is replaced by shoulder-type bearing, P/N K715527-11.)

## FABRICATION INSTRUCTIONS

Utilizing a C-clamp with a minimum throat dimension of 2-1/4 inches, weld a 1-inch length of steel tube, which has a 0.750-inch inside diameter, to the face of the clamp. On the end of the adjusting screw, attach a 0.500-inch diameter metal disc.

## TOOL APPLICATION

Position the tube end of the tool squarely on the inboard side of the flap horn. Center the disc on the outboard side of the bearing to be removed. Slowly turn the screw in a clockwise direction to press the bearing into the inside of the steel tube. To install the replacement bearing, reverse the tool position on the flap horn.



Weld 0.750" ID Steel Tube To C-Clamp

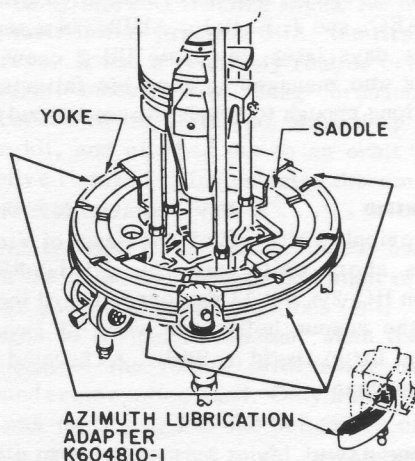
Weld 0.500" Dia. Disc To Screw

W. J. Wagemaker, Service Engineer



**Q.** (Applies UH-2) THE LUBRICATION REQUIREMENT FOR THE CYCLIC RING (SADDLE) BEARING CHANGES AFTER INCORPORATION OF AFC 73, "IMPROVEMENT OF FLIGHT CONTROLS." WHAT IS THE NEW REQUIREMENT?

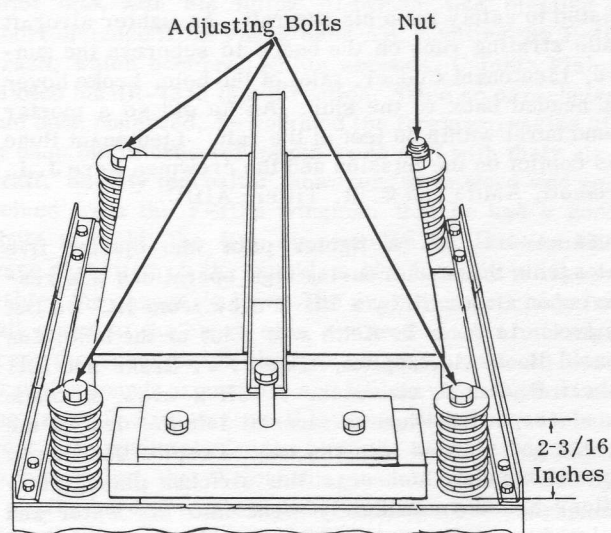
**A.** After incorporation of AFC 73, the cyclic ring bearing, P/N KE80XB, must be lubricated, while in the aircraft, with MIL-G-7711 each second calendar inspection (180 days). The K604810-1 adapter should be used during such lubrication. Place the adapter between the azimuth saddle and yoke, attach the lubrication gun and purge the bearing while holding the adapter firmly in position. Place the adapter in three other locations around the azimuth and repeat the operation. The next revision of the lubrication schedules will contain this new greasing requirement.



P. M. Cummings, Service Engineer

**Q.** (Applies UH-2) HAS A NEW PROCEDURE BEEN ESTABLISHED FOR ADJUSTING THE BATTERY VIBRATION ABSORBER?

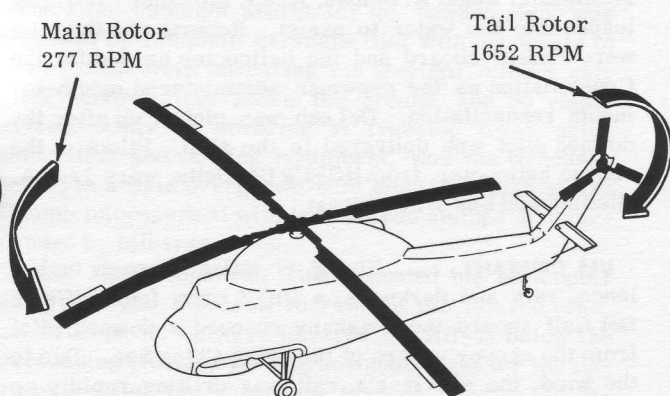
**A.** A new procedure has been established which does away with the use of the present gage block, P/N K604151-11. After installing the vibration absorber and ballast plates in the aircraft, and before placing the battery in position, preload the 4 upper springs equally so that the distance between the bottom of the spring guide and the base of the spring measures 2 and 3/16 inches. The adjustment is accomplished by turning the 3 mounting bolts and 1 nut (see drawing). This information will appear in the next revision to the HMI, General Information, NAVWEPS 01-260HCA-2-1.



H. Zubkoff, Service Engineer

**Q.** (Applies UH-2A/B) WHAT IS THE RPM OF THE MAIN AND TAIL ROTOR BLADES WHEN THE ROTOR TACHOMETER INDICATES 100 PERCENT?

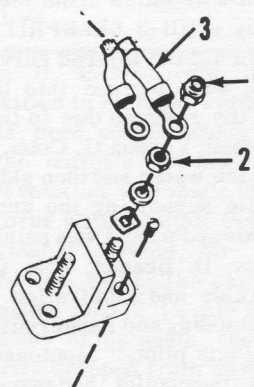
**A.** When 100 percent is indicated on the rotor tachometer, the main rotor is rotating at 277 RPM and the tail rotor is rotating at 1652 RPM. Approximately a 6 to 1 ratio exists between the two rotor systems.



F. E. Stares, Service Engineer

**Q.** (Applies UH-2) WHAT PRECAUTION SHOULD BE TAKEN WHEN APPLYING TORQUE TO THE LOCKNUTS ON THE STARTER TERMINAL BLOCK?

**A.** Do not overtorque the locknuts as this will damage the studs and possibly crack the starter terminal block. The correct torque for locknut (1), shown in the drawing, is 15-20 pound inches and for nut (2) is 36-70 pound inches. While tightening locknut (1), hold the starter lead wire (3) to keep it from rotating with the locknut.



H. Zubkoff, Service Engineer



Only a few of the recent activities of UH-2 SEASPRITE crews from HC-1 and HC-2 are reported here but they are representative of the rescue missions, many made at night or subject to hostile fire, flown from aircraft carriers and other ships in the South China Sea during 1966. In several instances helicopter crewmen plunged into the sea to save a life at the risk of their own.

# South

**USS HALSEY . . . . .** A UH-2 crew from HC-1's Det 9 aboard the Halsey rescued a pilot in the water between the islands of Hon Me and Hon Nghi Son. As the SEASPRITE hoisted the rescuee aboard, mortar fire began falling nearby but the aircraft escaped unscathed. Helo pilot was Lt R. L. Cooper; copilot, Lt(jg) William J. Ruhe, Jr.; crewmen, Curtis F. Venable, AMH1, and Robert J. Wall, ADR2. A few days earlier the same SEASPRITE crew rescued another downed pilot without incident. In a third mission flown from the Halsey, a UH-2 once again came under mortar fire as a pilot was hoisted to safety from his life raft. As fighter aircraft made strafing runs on the beach to suppress the gunfire, Lieutenant Cooper, pilot of the helo, broke hover and headed back to the ship. As he did so a mortar round burst within 50 feet of the raft. Lieutenant Ruhe was copilot on the mission and the crewmen were J. L. Driscoll, AMH3 and C. R. Tiller, ADJC.

**USS RANGER . . . . .** A fighter pilot who ejected five miles from the carrier during night operations was rescued soon afterward by a UH-2 crew from HC-1's Det Foxtrot. Lt John T. Keith was pilot of the helo; Ens Ronald B. Lewis, copilot; ADJ3 J. P. Krake and PR1 Robert E. Braun, crewmen. A UH-2 crew on plane guard responded when an aircraft left the deck of the Ranger and plunged into the sea. Despite the choppy sea and burning fuel near the stricken plane, Petty Officer Krake immediately went into the water and assisted the survivor into the sling. Both were hoisted to safety by crewman D. L. Davis, AD2. Lt Terrence M. Garrison was helo pilot and Ensign Lewis, copilot.

**USS CORAL SEA . . . . .** A Navy pilot who ejected from his crippled plane 53 miles from the carrier during a night mission was rescued without difficulty despite the three-foot waves. The fishpole boom used by UH-2 crewman Gary V. Alenza, ATN3, was described afterward as an outstanding piece of equipment for night rescue work. Pilot of the SEASPRITE was Lt(jg) Gary L. French; Ens Richard R. Mason was copilot; and Lt Taylor Cook(MC), flight surgeon. The UH-2 was attached to HC-1's Det Alpha.

**USS HANCOCK . . . . .** An A-4 pilot who ejected at night from his aircraft while 37 miles from the carrier was rescued afterward by a UH-2 SEASPRITE crew from HC-1's Det Lima. To aid the injured survivor, Samuel P. Woodward, ADJ3, was lowered into the water but was unable to reach the rescuee due to the drift of the life raft. UH-2 crewman Vernon G. Cobb, AN, hoisted the swimmer free of the water and then skillfully swung him to the raft. While supporting the survivor in the sling afterward, Woodward's hand was painfully injured. Later on, Lt Tyrone D. Beason, helo pilot, said "I can't give enough praise and admiration to Woodward and Cobb for the outstanding and dangerous job they accomplished in saving this pilot." Lieutenant Beason and Ens John S. Passiglia, the copilot, had managed to locate the survivor despite the blackness of the night and a small fire which required them to secure all electrical equipment except the radio.

**USS ROOSEVELT . . . . .** An A4 Skyhawk pilot who ejected from his aircraft after the engine failed, was rescued minutes later by a UH-2 SEASPRITE crew attached to HC-2's Det 42 aboard the carrier Roosevelt. LCdr J. R. Reardon and Ens J. Burtch were pilots of the rescue helo and R. J. Cote, AE3, was crewman.

**USS KING . . . . .** Two Air Force pilots who ejected at night over the South China Sea were rescued soon afterward by HC-1's Det 23 aboard the King. Despite the darkness and choppy seas, the pickups were made without incident by the UH-2 crew. The helo pilot was Lt L. L. Stoker; copilot, Ens H. E. Jansen; crewmen, J. M. Powell, AEC, and J. E. Hale, ADJ2. In a second mission a few days later, the same UH-2 crew rescued a Navy pilot who managed to keep his faltering aircraft airborne long enough to reach an area beyond the enemy sampans.

**USS INTREPID . . . . .** A Navy commander who ejected from his crippled aircraft off the coast of Vietnam was rescued a short while later by a UH-2 SEASPRITE crew from HC-2's Det 11 deployed aboard the Intrepid. Piloting the rescue helicopter were Lt Frederick M. Donica and Lt(jg) David A. Stull. AT3 David S. Rhodes was aircrewman.

**USS KITTY HAWK . . . . .** A SEASPRITE crew from HC-1's Det Charlie aboard the Kitty Hawk rescued a downed pilot after he ejected at night over the South China Sea. The rescue was described as uneventful despite darkness, low visibility and high-sea state. LCdr Ben A. Lehman was UH-2 pilot; Lt(jg) William L. Berry, copilot; Billy-Dale Jones, ATN3, and Charles R. Hasselbach, ADJ2, crewmen.

**USS CONSTELLATION . . . . .** UH-2 crewmen John R. Roberts, AMS3, jumped from the helo to aid a pilot who was floating face down in the water after his plane crashed into the sea near the carrier. The Petty Officer supported the pilot, inflated his life jacket, released him from his entangling chute, and placed him in the sling. Meanwhile, Roger A. Delosh, ADJ3, the other crewman, leaped into the water to assist. Roberts and the pilot were hoisted aboard and the helicopter headed for the Constellation as the crewman administered mouth-to-mouth resuscitation. DeLosh was picked up after the downed pilot was delivered to the ship. Pilots of the rescue helicopter, from HC-1's Det Delta, were Lt J. A. Glutting and Ens W. A. Wenat.

**USS ORISKANY . . . . .** Flying 17 miles through turbulence, rain and darkness, a UH-2 crew from HC-1's Det Golf aboard the Oriskany rescued a downed pilot from the choppy waters of the South China Sea. Due to the wind, the survivor's raft was drifting rapidly so A. E. Salsbury, AN, dropped into the water to assist him into the sling. Helo pilot was LCdr D. E. Barck; copilot, Lt(jg) D. J. Anderson; and W. E. Sargent, AN, first crewman.



When not braving enemy fire during rescues, HH-43 HUSKIE crews from the 38th ARRSq engage in a variety of other missions, some of an equally hazardous nature and others falling in the "routine" category. Below Capt Clarence N. Cochran gives a sprightly description of a "Day in the Life of Det 1," and Capt Henry P. Fogg reports on a hazardous mission carried out by a helicopter crew from Det 3.

It's common knowledge that ARRS forces in Vietnam are on the go twenty-four hours a day, seven days a week, but once in a while a particular day comes along and the whole book hits the fan, making all the others seem like paid vacations by comparison. Such a day caught up with Det 1, 38th ARRSq at Phang Rang AB recently, and the boys did themselves proud.

The helicopter alert crew, made up of Capt Leonard D. Fialko, RCC; Capt Clarence N. Cochran, CP; SSgt William R. Dunbar, helicopter mechanic; SSgt Charles H. Williams and A1c Clarence E. Prosser, firefighters; and A1c Wayne R. Smith, pararescueman, began the day with an early morning training flight. As the pilots were flying their initial practice GCA, the first emergency occurred. It was a relatively routine crisis — a tactical aircraft inbound with "hung" ordnance. The copter descended to its alert pad, hooked up the fire suppression kit, and climbed out to an orbit position near the active runway. Minutes later the emergency aircraft landed safely.

The HH-43 training flight was resumed, but not for long. One of the crew members caught sight of a gasoline fire near an Army communications tent. The fire had just begun to spread to the tent when the copter arrived to control the flames with rotor downwash while a ground crew applied sand. Only a small portion of the tent was damaged, and the helicopter crew was credited with preventing what might have been a large and costly fire.

Having completed this short but satisfying mission, the crew once more turned to their training flight. Half-way through a practice autorotation, they were advised that an Army H-13 helicopter had made an emergency landing in an insecure area 10 miles from the base. The HH-43 immediately headed for the site

and, homing on the H-13's emergency transmission, quickly located the downed aircraft, recovered the two Army pilots and returned them to the base.

Taking advantage of their few minutes on the ground, some crewmembers occupied themselves with paperwork while others poured themselves a cup of coffee — but this short break was suddenly interrupted by the crash phone with word of another hung-ordnance emergency. As the crew scrambled to orbit the active runway, the radio crackled with "MAYDAY" from an F-4C pilot who, with his fellow crewman, was ejecting a short distance from Phang Rang AB. Spotting the F-4C crash, which occurred within seconds, Captain Fialko piloted his HH-43 in that direction. Since no parachutes had been observed, he retained the fire suppression kit in case the interceptor pilots were still with their aircraft. Shortly thereafter, however, when word was received from the F-4C's wingman that he had a good chute in sight, the fire suppression kit and fireman were deposited on the outskirts of a friendly village to lighten the chopper's load. The crew then proceeded at full speed to the crash site, spurred on by a message from the survivor on the ground that he "could hear crashing sounds around him and bullets whizzing through the trees." Arriving on the scene, the rescue crew went in immediately for the pick-up, discovering much to their relief, that the crashing sounds were caused by a nearby herd of cattle and the "bullets" were shrapnel from the burning aircraft. After delivering the recovered pilot to Phang Rang, the helicopter returned to the crash area to search for the other F-4C crewman, who was later found, deceased, by a ground party.

Applying an old adage, "The busier the day, the faster it goes," Rescuemen of Det 1, 38th ARRSq, look forward to a mighty short year.

In Thailand, two HUSKIES from Det 3, 38th ARRSq, Ubon AB, teamed up to save the life of a badly injured pilot who was not only pinned in the wreckage of his F4C, but sitting in an ejection seat for which the firing sequence had been partially initiated.

The after-midnight search for the downed plane was conducted in complete darkness and with moderate to heavy rain showers obscuring the treetops, clouds only a few hundred feet above the ground, and no visual horizon. Only by hovering at tree-top level, using team effort and homing equipment, was the wreckage located in a field overgrown with eight-foot high stalks of hemp interspersed with hidden tree stumps and surrounded by tall trees.

While 1stLt Ronald C. Tubbs landed his helicopter and discharged the crew to remove the injured pilot, 1stLt Joseph W. Sprague hovered his HH-43 below the surrounding trees to furnish adequate light for the operation. After the hazardous task of moving the injured man from the plane was completed, and he had been evacuated, the two crews searched for two more hours before locating the missing copilot who, it was found, had not survived an ejection attempt.

With Lieutenant Tubbs were Capt Gerald B. Van Grunsven, copilot; Capt Shelley C. Davis(MC), flight surgeon; and TSgt Benjamin Selph, crew chief. In Lieutenant Sprague's HUSKIE were 1stLt Gordon O. Tooley, copilot; A1c William R. Nilsen, medical technician; A1c William E. Woodford and A2c Raymond E. Stokes, rescue firefighters.

A1c William H. Pitsenbarger, ARRS pararescue medic who was killed in Vietnam while defending wounded soldiers, has been posthumously awarded the Air Force Cross, the nation's second highest award for valor. The presentation was made in the Pentagon recently by Air Force Chief of Staff Gen John P. McConnell to the airman's parents, Mr. and Mrs. William Pitsenbarger of Piqua, Ohio. The parents also received their son's Airman's Medal, Purple Heart and four Air Medals. On the day of his death, the 21-year-old rescueman voluntarily dropped from an HH-43B into a jungle fire-fight to aid the wounded in a squad surrounded by Viet Cong. On several previous occasions while a member of Det 6, ARRSq, Bien Hoa AB, RVN, young Pitsenbarger had performed similar acts of heroism.



# MARINE SAR ACTIVITIES



**PRESENTATION**—KAC Field Service Representative Paul Whitten presents Scrolls of Honor to, left to right, Sgt George B. Stanley, CWO James R. Gauthier, and Cpl Frank J. Bouc, UH-2 crew from the SAR Unit at MCAS Beaufort, S.C. They were honored by KAC for making an instrument night flight in a thunderstorm to pick up the pilot of an F-8 which crashed in a swamp.

During the last few months UH-2 crews from SAR units at MCAS Beaufort, S.C., and MCAS Cherry Point, N.C., have engaged in more than a dozen rescues and evacuations.

At MCAS Beaufort, a seriously injured ground crewman was transported to the Naval Hospital at Charleston by a UH-2 crew consisting of 1stLt Kelly Patterson, pilot; Cpl George D. Seuss, copilot; and LCpl Michael E. Brossett, crewman. The flight, made on instruments through heavy overcast and with limited visibility, was credited with saving the life of the ground crewman. He had suffered severe head injuries when the elbow on the Wells Air-Start unit whipped loose while he was starting an F-8. Also at Beaufort, a youth who was losing blood after being stung by a sting ray while camping on an island, was evacuated by CWO Vance Brown, SEASPRITE pilot; Cpl Frank Bouc, and Corporal Brossett, crewmen.

At the Cherry Point SAR unit, missions were flown which involved everything from the rescue of a downed pilot at sea to the evacuation of a premature baby to the hospital. A SEASPRITE piloted by Capt J. L. Pipa rescued the pilot of an F-4 soon after he ejected over water approximately eight miles from the air station. Cpl M. E. Pease was copilot on the mission and LCpl E. W. Barewich was crewchief. In another incident, a UH-2 crew disregarded heavy smoke from a forest fire and hovered over the tree tops to hoist aboard a man suffering from smoke inhalation, burns and eye injuries. Manning the UH-2 were 1stLt W. W. Crews, pilot, and Sgt R. L. Gailfoil and Corporal Pease, crewmen.

An ill woman was taken to the Portsmouth Naval hospital in a UH-2 piloted by Captain Pipa. Others on the 115-mile night flight were LCpl K. G. Helm and Sgt R. N. Roosa, crewmen; Lt D. R. Wessels (MC), USN, doctor; T. L. Branham, HM2, corpsman. A UH-2 piloted by CWO R. B. Mason flew 135 miles to evacuate a premature baby to the hospital for a blood transfusion. Others on the flight were Sergeant Gailfoil, Corporal Barewich, crewmen; Lt R. B. Pierce (MC), USN, doctor; and J. A. Boch, HM3, hospital corpsman. In other

missions, a premature baby in a portable incubator was flown to the hospital in a UH-2 flown by Captain Pipa and Lieutenant Crews. Others aboard the helo were Sergeant Gailfoil, Lt N. D. Jackson (MC), USN, and J. W. Hammond, corpsman. A seriously ill crewman was evacuated from the USS Hermitage by a UH-2 flown by Lieutenant Crews with SSgt B. G. Stokes as copilot. Crewmen were Corporals Barewich and Helm. Urgently needed blood for a patient at Cherry Point was transported by a SEASPRITE crew consisting of Chief Warrant Officer Mason, Corporal Pease and Sgt D. A. Bumgarner.

The SAR UH-2 crew scrambled when word was received that a merchant ship was sinking 60 miles from Cherry Point. After sighting three lifeboats at the scene, the Marine helo assumed on-scene-commander duties, dropped flares and directed ships to the survivors. Lieutenant Crews was pilot of the UH-2, Corporal Barewich, copilot, and Sergeant Gailfoil, crewman. A Marine sergeant with a possible ruptured appendix was evacuated to the hospital by a SEASPRITE crew consisting of Chief Warrant Officer Mason, Sergeant Gailfoil and LCpl W. T. Matthias, crewmen.

The Cherry Point SAR unit also responded after an electrical fire broke out aboard a yacht 19 miles off shore. A crewman was lowered from the hovering UH-2 to assist, and female passengers aboard the yacht were transferred to a trawler standing by. Piloting the UH-2 was CWO W. E. Cavette, Captain Pipa was copilot and Sergeant Stokes and Corporal Matthais, crewmen. In another mission a UH-2 crew transported a Navy doctor to a small boat in a swamp to treat a civilian with broken ribs and a possible heart attack. Aboard the SEASPRITE were Lieutenant Crews, pilot; Maj M. G. Robbins, copilot; Sergeant Roosa, crewman; Lt D. M. Zontine (MC), doctor; and Hammond, corpsman.

## CURRENT CHANGES

	Issue Date
H-2 AIRFRAME CHANGE 81 - DIRECTIONAL CONTROL SYSTEM; Incorporation of Directional Control Velocity Limiter	3 August 1966
H-2 AIRFRAME CHANGE 106 - FURNISHINGS; Improved Windshield Wiper Installation	9 September 1966
NAVWEPS 01-260HCA-2-6 - Handbook Maintenance Instructions, HYDRAULIC SYSTEM	15 June 1963
changed	1 May 1966
NAVAIR 01-260HCA-2-7 - Handbook Maintenance Instructions, UTILITY SYSTEMS	15 July 1966
NAVWEPS 01-260HCA-4-6 - Illustrated Parts Breakdown, AIRFRAME	15 October 1962
changed	15 April 1966
NAVWEPS 01-260HCA-4-7 - Illustrated Parts Breakdown, SPECIAL TOOLS AND EQUIPMENT	15 October 1962
changed	15 April 1966
NAVWEPS 17-15BAD-5 - Illustrated Parts Breakdown, SILVER-ZINC BATTERY CHARGER P/N RAC403KA-3	15 July 1966
T.O. 1H-43(H)B-2 - Technical Manual, MAINTENANCE, HH-43B and HH-43F HELICOPTERS	15 February 1963
changed	18 April 1966
T.O. 1H-43(H)B-2D - Supplement Technical Manual, MAINTENANCE, HH-43B and HH-43F HELICOPTERS	23 May 1966
T.O. 1H-43(H)B-4C - Supplement Technical Manual, ILLUSTRATED PARTS BREAKDOWN, HH-43B and HH-43F HELICOPTERS	23 May 1966

F. G. Weber, Supervisor, Service Publications



# JOINT THULE OPERATION



by Lt. K. D. Kleiber, USNR

HC-4, Det 82, USCGC Westwind

July 13, 1966 marked the date when two operational helicopters produced by Kaman Aircraft Corporation penetrated northern latitudes to a point believed to be farther north than that reached by any other helicopter from Thule AB, Greenland.

Approximately two weeks earlier the U.S. Air Force's Det 18, EARRC (MAC), at Thule furnished helicopter transportation for members of a Rutgers University mineral research team to a campsite located at 78-33N and 71-00W in Inglefield Land, Greenland. The party was composed of Dr. John C. Tedrouch, Ph.D; Dr. Grant F. Walton, Ph.D, and Mr. David Gaskin. Their purpose was to study the soil and rock composition of the area.

On the 13th, Navy personnel from HC-4's Det 82 aboard the USCGC Westwind (WAGB 281) were asked by the Air Force if one of their helicopters could accompany the HH-43's on the return trip to pick up the sci-

entists. Two Air Force HUSKIES and one UH-2B SEASPRITE (HC-4's Scooter 59) from Det 82 launched on the 162-mile flight north from Thule. The greater range and cargo capacity of the UH-2B added a margin of safety to the flight over the frozen bays, rugged mountains and glacial Greenland icecap — an area devoid of navigational aids. Scooter 59 was able to make the round trip without refueling and, in addition, carried two drums of JP-4 as external cargo to a midpoint so that the HH-43's would have extra fuel if needed on the return trip.

The first HUSKIE was piloted by Capt Ryland R. Dreibelbis and 1stLt Glenn T. Passey. The second HH-43 was piloted by 1stLt Robert J. Osik who was accompanied by TSgt Howard M. Lord and SSgt Robert L. Julian. The SEASPRITE was piloted by Lt Kenneth D. Kleiber and Lt(jg) Patrick F. Mahoney, USNR. Roger D. Terbrak, AMH3, was crewman.

## FOD FACTS

The idea of using an elephant to call attention to the dangers of FOD came from ADJ1 David R. U. Packard, leading petty officer of the NAS Aircraft Maintenance Department's Power Plant, Jet Shop. The shop does complete maintenance work on the T-58 engine. On the morning the photograph was taken, Packard approached LCdr J. M. Black, the Maintenance Control Officer of the Department. According to Mr. Black, the following conversation took place:

"Sir, I can't run up engines this morning."

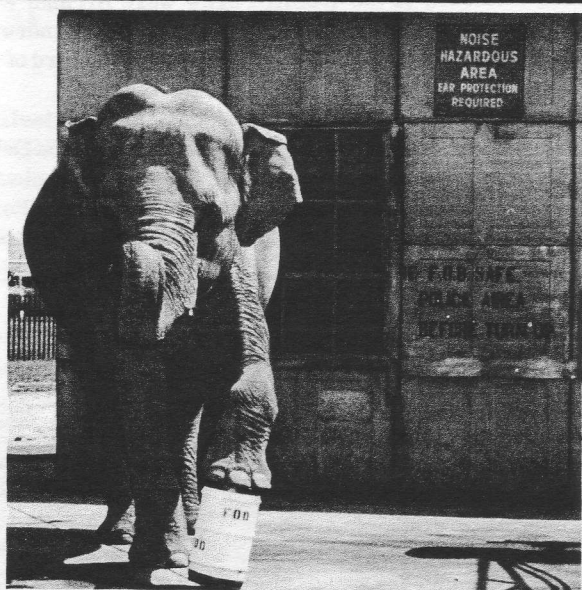
"Why not?"

"There are elephants on my run-up stand."

"Have you been drinking?"

"No sir! There are also goats, donkeys and other animals."

Packard then explained to Mr. Black that the Hoxie Brothers' Circus had come aboard and explained his idea of asking the circus people to cooperate in having photos made. Mr. Black agreed that the idea was a good one and contacted the people in charge of the circus. Shortly afterward Susie went into her new act as another elephant, Bonnie, stood nearby trumpeting "Stamp out FOD!"



**LARGE SCALE FOD CONTROL**—"Susie," a patriotic pachyderm from the Hoxie Brothers' Circus, does her part in helping stamp out foreign object damage at NAS Lakehurst, N.J. Jet engines, which readily ingest loose objects, are particularly susceptible to such damage. The photo, which originally appeared in the Lakehurst Station Break, is just one of the many means being taken at the air station to keep personnel constantly reminded of the anti-FOD program. (USN photo by Chuck Winyard, PH3.)

# WARRC DETS TAKE U.S. OFFICIALS ON TOUR



**HUSKIES USED IN SURVEY**—HH-43B pilot Capt Paul Schildgen briefs his distinguished passengers before conducting them on an aerial survey of North Cascade Mountains. Left to right are Senator Jackson, Secretary of Agriculture Freeman and Secretary of Interior Udall (Seattle Times photo)

Three HH-43B HUSKIES were utilized for a recent aerial survey by Secretary of the Interior Stewart L. Udall, Secretary of Agriculture Orville L. Freeman, Washington State Senator Henry M. Jackson and other high government officials. The group, gathered to formulate proposals for a national park in Washington's North Cascade Mountains, was given a "bird's eye" view of the scenic area with the compliments of WARRC helicopter crews. Two of the HH-43's were from Det 4, Paine Field, and one from Det 5, McChord AFB, Wash.

Manning the Paine Field choppers were: "Pedro One" — Capt L. F. Hallett, III, pilot and A1c Phillip W. Mittelstaedt, crew chief, from Det 4. "Pedro Two" — Capt K. L. Spaur, pilot, Det 5; Capt John Duffy, copilot, HqARRS, Orlando AFB, Fla.; A1c D. W. Federhart, crew chief, Det 5. The McChord HH-43, "Pedro Three," was piloted by Capt P. R. Schildgen, Det 5. Capt S. O. Schaetzle, Hq WARRC, Hamilton AFB, Calif., was copilot and A1c G. T. Greever, Det 5, was crew chief. Other passengers beside Secretaries Udall and Freeman and Senator Jackson were: Mr. Hughes, deputy chief, Bureau of the Budget; Mr. Hartzog, director National Park Service; Mr. Crafts, director, Bureau of Outdoor Recreation; Mr. Munro, aid to Senator Jackson; Mr. Cliff, chief forester, US Forest

Service; Mr. Butterfield, National Park Service; Mr. Chariswell, US Forest Service; and Mr. Perkins, Bureau of Outdoor Recreation.

Two days earlier one of the Det 4 HUSKIES engaged in a mercy mission involving the hazardous mountain evacuation of a goat hunter who had suffered a broken neck after his horse fell on him. With a civilian logger, Osie C. Helton, aboard as guide, Capt Bruce C. Hepp piloted the HUSKIE down a valley and below the heavy overcast hiding the surrounding peaks. Near the foot of Glacier Peak the HH-43 climbed 1000 feet through a small hole in the overcast and broke into the clear at 4600 feet. A landing was made at 5850 feet on a small rugged knoll covered with evergreens and surrounded by 200-foot-high fir trees. One small tree protruded between the PA speakers on the helicopter and another dented the right clamshell door — three feet in front of the aircraft the ground sloped 45-degrees toward the valley. After loading the survivor aboard, the HH-43 crew retraced the previous route with medical attention being provided on the way by SMSgt John I. Williams. Other members of the HUSKIE crew were Captain Duffy, copilot; A1c William Walczak, helicopter mechanic; and A2c Helmut Kellermann, medic.

In another mission, described by Captain Hepp as "one of the hairiest missions I've flown in over 2000 hours of helicopter flying," a seriously injured hiker was plucked from the bottom of a 300-foot-deep canyon whose sides were covered with towering firs. An out-of-ground effect hover was made near the top of the canyon and approximately 100 feet above the river. Blade-tip clearance was two to three feet on either side of the helicopter. A stokes litter pickup was started; however, the basket was descending over the river and about 20 feet from the injured man so the basket was swung back and forth until it could be grabbed from the bank. The loading required about 15 minutes with maximum hoist cable extension. Other members of the HUSKIE crew were Airman Walczak, helicopter mechanic; A1c Edward R. Andrews, medical technician; and Sgt Richard K. Wallingford of the Snohomish County Sheriff's Department.

A sailor, injured while on a fishing trip in an isolated area, was also evacuated by an HH-43B crew from Det 4. After flying down a river valley to avoid obscuring clouds, fog and rain, a pickup was made at 4200-foot-high Found Lake by Capt David E. Mullen and Airman Mittelstaedt.



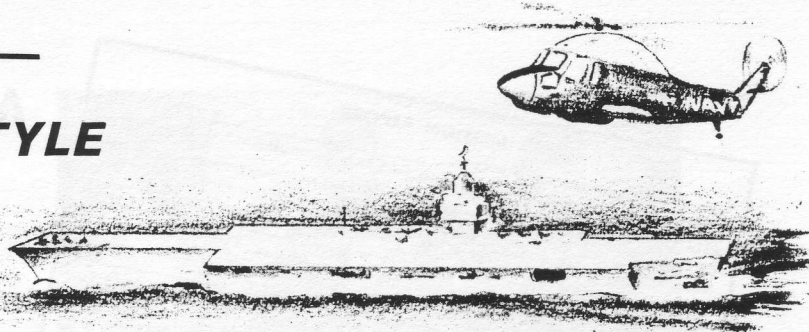
**HELICOPTER FORUM**—A USAF HH-43B from Det 1, AARRC, Spangdahlem AB, Germany, was among the aircraft exhibited at the annual helicopter forum held recently at Bückeburg. Shown in front of the HUSKIE are Capt Daniel M. Thomsen, left, and Capt Bruce M. Purvine. In other photo, German Air Force officers discuss the HH-43's rescue capabilities.





# SEASPRITE ACTIVITIES —

## NAS PENSACOLA STYLE



LCdr James T. Denny is justifiably proud of the widespread and diversified missions flown by the UH-2 crews attached to the SAR units operating in the NAS Pensacola, Fla., area. Below he reports in approved "SEASPRITE ACTIVITIES" style on just a few of the most recent. During the month of August, the unit either launched or manned the UH-2 in a ready status for nearly 100 incidents.

Would you believe .....? The Coast Guard reported that the van from a tractor/trailer rig was floating in the bay. Lt H. E. Hoehn launched in the SEASPRITE and sure enough, there was a van (milk tanker) floating in the water. The truck driver was located nearby and pulled out of the water by passers-by. Lieutenant Hoehn directed the Coast Guard to the scene and a boat towed the van ashore. Other UH-2 crew members were J. F. Kistner, ATN2, and Lt R. L. Dempsey (MC).

...UH-2B, piloted by Commander Denny, with 1,000 pounds of spare parts for disabled boat departed for Apalachicola 105 miles away. The cargo included two 18-foot bronze propeller shafts. Have you ever flown 100 miles through thunderstorms and moderate-to-heavy rain with six feet of shaft protruding from the pilot's hatch?.... ADC/AP G. W. Shockey, on training flight in SEASPRITE, spotted overturned sailboat and four persons in water. No immediate danger so a Coast Guard boat was directed to scene. Others aboard the UH-2 were Petty Officer Kistner, and Lt R. M. Korbela (MC).... Coast Guard Station reported overturned sailboat. Chief Shockey and Lt H. E. Logan launched in SEASPRITE and located boat after 45-minute search. Boat and personnel recovered by Coast Guard. With Chief Shockey were A. E. Hagan, AE1, and Lieutenant Dempsey. With Lieutenant Logan were Petty Officer Kistner, and J. E. Sersain, HM3.

...SEASPRITE rigged for AirEvac mission and dispatched to pick up Navy family critically injured in automobile accident. On first flight the pilot, Commander Denny, dodged thunderstorms during the 85-mile trip and landed in heavy rain. The first two patients were transferred to the SEASPRITE between showers and delivered to the Naval Hospital at Pensacola. A second flight by the same crew was made immediately and the remaining two patients safely delivered to the hospital. Others on mercy mission were Capt B. K. Kaplan (MC), USA, doctor; LCdr C. Finn (NC), nurse; and H. E. Holt, ADJC, crew chief.

...Municipal Tower advised Sherman Tower that a transient aircraft had sighted an overturned boat in the Gulf. Commander Denny launched in SEASPRITE. After one hour of unsuccessful search, a second SEASPRITE piloted by Lt R. T. Balzer was launched to assist. At the end of an hour-and-a-half, Commander Denny located the overturned boat with two persons sitting on hull. Coast Guard directed to the scene. Men had spent the night on bottom of overturned boat. Crew of the first UH-2 were R. A. Jaquez, ADR3, and Petty Officer Sersain. With Lieutenant Balzer were Petty Officer Kistner, and Lt A. Slavin (MC).

...T-28 crash-landed 38 miles north of NAAS Whiting Field. SEASPRITE piloted by LCdr W. J. Tait, launched from Whiting and located crash after brief search. Commander Tait landed, picked up pilots and delivered them to Whiting. Also aboard UH-2 were L. E. Skrine, ADJ2 and T. E. Smith, HM3....T-28 making precautionary landing at outlying field, landed wheels up. SEASPRITE piloted by Chief Shockey had been launched from Whiting as precautionary measure. Went to field, picked up pilot and returned him to Whiting. With Chief Shockey were T. G. Morrison, ADJ2, and E. Hazelwood, HM1....At 2100, flares were reported in the Gulf. A SEASPRITE piloted by Lieutenant Hoehn was dispatched. An extensive search was conducted from 3 to 15 miles off shore with negative results. After three hours on station, the SEASPRITE was recalled. The case was closed pending further development. Lieutenant Logan was copilot on mission, B. J. Swick, ADR2, crewman; and Lt D. A. Turner (MC), doctor.

...T-34 crash landed in cane field. SEASPRITE piloted by ACC/AP D. L. Barnes proceeded to scene. Doctor was lowered via hoist to the downed aircraft. Both pilots and doctor hoisted into helicopter and pilots delivered to NAS Saufley. Others in crew were Chief Holt and Lt K. C. Yohn (MC)....T-28 crashed and burned. Ready SEASPRITE from NAAS Whiting Field, piloted by Lieutenant Balzer, was launched and vectored to the scene. Lieutenant Balzer landed and corpsman checked pilots. Then both pilots were returned to Whiting Field. Crewmen on mission were J. B. Wink, AMH3, and Petty Officer Hazelwood.

**MISSION REPORT**

Date of rescue or mission of mercy: \_\_\_\_\_  
 FIRST name, MIDDLE initial, LAST name, RANK of rescue pilot and crew members:  
 PILOT: \_\_\_\_\_ CO-PILOT: \_\_\_\_\_  
 CREWMEN: \_\_\_\_\_ Time: \_\_\_\_\_  
 Name and location of activity: \_\_\_\_\_  
 Location of rescue: \_\_\_\_\_  
 Day or night: \_\_\_\_\_ Visibility: \_\_\_\_\_ Wind velocity: \_\_\_\_\_  
 Sea state or description of terrain: \_\_\_\_\_ Air temp: \_\_\_\_\_  
 Altitude: \_\_\_\_\_ No. of personnel rescued: \_\_\_\_\_  
 Water temp: \_\_\_\_\_ Names and ranks: \_\_\_\_\_  
 Other weather conditions: \_\_\_\_\_  
 Distance flown to and from rescue: \_\_\_\_\_  
 Military or civilian: \_\_\_\_\_  
 Detailed narrative description of rescue or mission of mercy, paying particular attention to any condition which makes this rescue outstanding, or "other-than-routine:" (USE ADDITIONAL PAGES IF REQUIRED) \_\_\_\_\_

Report prepared by: \_\_\_\_\_  
 Names: \_\_\_\_\_  
 Activity: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Date: \_\_\_\_\_

Mail Report To:  
 Director of Customer Service  
 Kaman Aircraft Corp.  
 Old Windsor Road  
 Bloomfield, Conn. 06002

## NEW KAMAN RESCUE PINS

*Additional Recognition For Multi-Award Holders*

the gold or silver-starred pin, or both; and of the more than 1000 rescue personnel who have received Missions Awards, 24 are eligible for either, or both, of these pins. Our records do not indicate anyone eligible for the twentieth award rescue pin at this time. Those who qualify for the new pins are invited to send their current address to the Director of Customer Service, Kaman Aircraft Corporation, Old Windsor Road, Bloomfield, Conn. 06002, and we will be happy to forward the new pin. It is not necessary to return the rescue pins received in the past.

The award program is indicative of Kaman Aircraft's pride in the accomplishments of those who man helicopters produced by the company; however, the continued success of the program depends on you. Only by receiving reports of your missions do we have the information upon which to base these awards. For this purpose, 8-1/2 x 11 Mission Report forms can be obtained from the Director of Customer Service or the local Kaman Service Representative. It is not an absolute necessity to use the Mission Report — a comprehensive write-up listing dates, organization, crew members, and a detailed narrative account of the mission is generally sufficient — but use of the report form assures that essential information will not be omitted.

According to our records, more than 700 lives have been saved by Kaman helicopters, and undoubtedly there are many more life-saving missions which were not reported to the company. Because of this, we have not had the opportunity to honor these crews for their efforts, but they are certainly included in our congratulations to all who have utilized Kaman-produced helicopters in their humanitarian work.

William H. Weaver  
Awards Administrator

A new policy has been initiated regarding the lapel rescue pins now being issued with Kaman Scroll of Honor and Mission Awards.\* Beginning January 1, 1967, as a means of providing special identification for "multi-award" recipients, a gold-star will be added to the pin for the fifth Scroll of Honor, a silver star for the tenth, and a silver star with a ruby inset for the twentieth. The same policy will apply to the Mission Award pins. Under this new policy, lapel rescue pins will be presented only for the first, fifth, tenth and twentieth missions. As in the past, either Scroll of Honor plaques or Mission Award certificates will be issued for each mission accomplished that meets the criteria. The new policy was adopted because the number of life-saving or mercy missions being performed by Kaman helicopter crews in many parts of the world is growing rapidly. Some pilots and crewmen have already received several of the awards with their accompanying pins. It is logical to give special recognition to those who amass five, ten and twenty Scroll of Honor or Mission Awards.

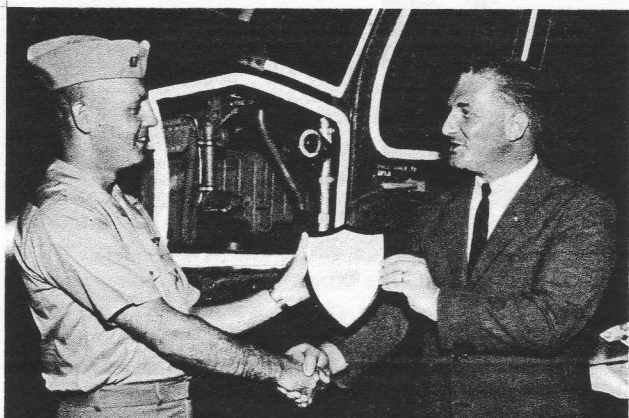
Of the more than 800 individuals who have earned the Kaman Scroll of Honor, there are 19 eligible for either

\*A description of the KAC rescue award program appeared in the August-September, 1964 issue of Rotor Tips. Reprints may be obtained, upon request, from the Director of Customer Service.



**LIFE-SAVING MISSION**—The crew of an HH-43B from Det 4, AARRC(MAC), Ramstein AB, Germany, proudly displays Kaman Scrolls of Honor awarded for the hazardous evacuation of a seriously injured soldier from the bottom of a deep ravine. Left to right are Capt Leonard N. Buck, RCC; Col Edward J. Shea, commander, 86th Air Div Tactical Hospital; Col Donald W. Matthews, commander, AARRC; SSgt Ronald W. Chapman, medical technician; and SSgt John H. Balfour, crew chief. Colonel Shea presented Sergeant Chapman's Scroll and the other received their Scrolls from Colonel Matthews. (USAF photo)



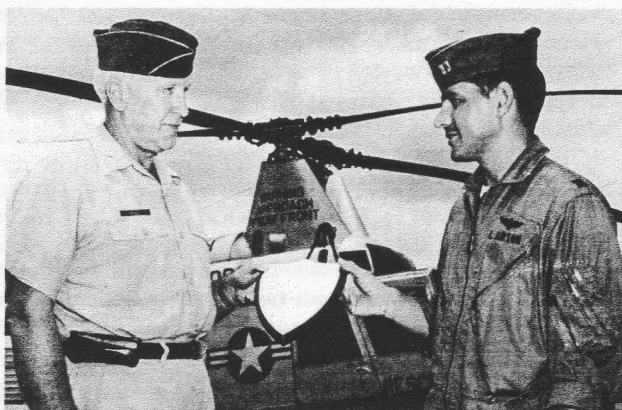


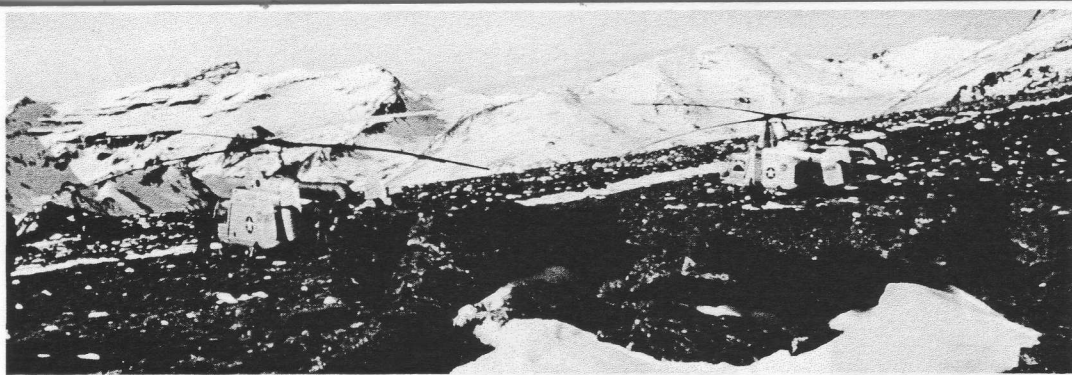
## 1000-Hour Pilot Awards

In top left photo, UH-2 pilot **Lt Paul Hoffman**, project test pilot at NATC, NAS Patuxent River, Md., is presented Kaman 1000-hour plaque by Paul Whitten, KAC field service representative. In top right photo, **Capt David E. Mullen**, center, from Det 4, WARRC, Paine Field, Wash., is congratulated by Col Philip E. Joyal, left, commander, 57th Fighter Group. Captain Mullen logged his 1000th hour in the HH-43B while on a rescue mission. Looking on is **Capt Lucius Hallett**, detachment commander, who qualified for a plaque a few days earlier while on a SAR mission. In middle photos, Col Arthur W. Beall, left, commander, 3rd ARRGp, presents 1000-hour awards to **Capt Dale Tyree**, commander of Det 9, 38th ARRSq, Pleiku Airport, RVN; and **Capt John H. Larson**, OIC of the 38th ARRSq LBR unit at Tan Son Nhut AB, RVN. **Capt Sydney E. Gurley**, an HH-43B pilot with the 48th ARRSq, Eglin AFB, Fla., is shown receiving the KAC award in the bottom left photo. Making the presentation is LtCol Edward M. LaDou, squadron commander. In last photo, **Capt John C. Flournoy**

logs his 1000th hour in the HH-43 as congratulations are offered by **Capt Richard C. Pfadenhauer**, commander of Det 12, EARRC, Moody AFB, Ga.

Others who qualified recently for the plaque and pin awarded to pilots logging 1000 hours in helicopter produced by Kaman Aircraft are: UH-2 SEASPRITE — **Lt David H. McCulloch**, HC-1, NAAS Ream Field, Calif. HH-43 HUSKIE — **Capt John B. Kneen**, Det 7, 38th ARRSq, DaNang AB, RVN; **Capt Donald M. Welsh**, Det 5, WARRC, McChord AFB, Wash.; **Capt Louis S. Pottschmidt**, 38th ARRSq, Tan Son Nhut AB, RVN; **Capt Frank W. Schnee**, Det 14, EARRC, MacDill AFB, Fla.; **Capt Kenneth E. Ernest**, Det 18, CARRC, Little Rock AFB, Ark.; **Capt Maxamillian C. Falk**, Headquarters, CARRC, Richards-Gebaur AFB, Mo.; **Capt William J. Deming**, Det 6, CARRC, Kincheloe AFB, Mich.; **Capt William F. Wall**, and **Capt Walter E. Hogan**, Det 1, EARRC, Loring AFB, Maine; **Capt Bruce K. Ware**, Det 9, CARRC, England AFB, La.; and **Capt Robert C. Collom**, Det 16, CARRC, McConnell AFB, Kan.





Story and Photos  
by Capt. Laurence W. Conover  
Det 9 Information Officer

## Det 9 Crews In Mountain-Sea Missions



Earlier this year Det 9, AARRC, Moron AB, Spain, was involved in a variety of missions including take-offs from 11,000-foot mountains and landings on Naval cruisers.

Responding quickly to the first report of an inflight collision between a B-52 and a KC-135, Capts Guy S. Hahn and Wilson T. Arnold, pilots; TSgt Walter G. Coffman, crew chief; Capt Louis A. Dorang, MD; and SSgt Kenneth W. Vails were on their way to the crash area after slinging two barrels of fuel beneath the HH-43. Stopping only to refuel at Granada, they were the first Americans to reach the accident site and evacuated three of the four survivors to San Javier airport some 60 miles away. During this period they were joined by a HUSKIE from Det 7 at Torrejon AB.

For the next two-and-one-half months the two detachments, in conjunction with two Army helicopters, supported the search and recovery operations at "Camp Wilson" near Palomares, Spain. Working out of "Camp Wilson International Airport" (a small farmyard NOTAMED out to fixed-wing aircraft) the helicopter crew from Det 9 discovered two of the four missing weapons, and made the actual recovery of one of them from an almost inaccessible area (with Sergeant Coffman standing in a hole, eating dirt by the second, the weapon was hooked up and pulled out by the chopper). Other missions included carrying the daily supply of food, mail, equipment and personnel between San Javier and Camp Wilson; medical evacuation of injured personnel; and support of personnel out in the field. The helicopter cabin was even used as a military pay station out in the boon-docks. The supply runs ranged from a few ounces of "hot" mail to 2800 pounds of cargo and passengers, while the landing areas ranged from farmlands and beaches to ridges and ravines.



Captains Hahn and Arnold both made an air evacuation of injured seamen from the cruiser USS Boston. Maneuvering on the cramped aft deck of the ship proved to be quite interesting to the pilots; however, Captain Hahn did not account for one hazard that occurred during his pickup. While sitting on the deck in what he considered "extremely violent seas" (the Navy later said it was calm all day) he became slightly disorientated and had to hover the aircraft until the seaman was ready for loading. Later Capt Laurence W. Conover, Det 9, Lt Theodore S. Cochran — TDY from Chambley, France — and SSgt Eugene Prichard and SSgt Tony Valenzuela were amicably hoisted aboard the cruiser USS Albany by LCdr H. J. Fox and his Det 46 helicopter unit from HC-4.

**DET 9 ACTIVITIES**—HH-43B's at 11,100-foot level near top of Sierra Nevadas, Granada, Spain, area. HUSKIE is used as a pay station near Palomares on shores of Mediterranean. LCdr H. J. Fox, officer-in-charge of HC-4's Det 46, is shown beside HH-43 on cruiser USS Albany. TSgt Walter G. Coffman, Capt Guy S. Hahn, Det 9 commander, and Capt Wilson T. Arnold display Certificates of Appreciation awarded by 16th Air Force (SAC) for their performance at Palomares.



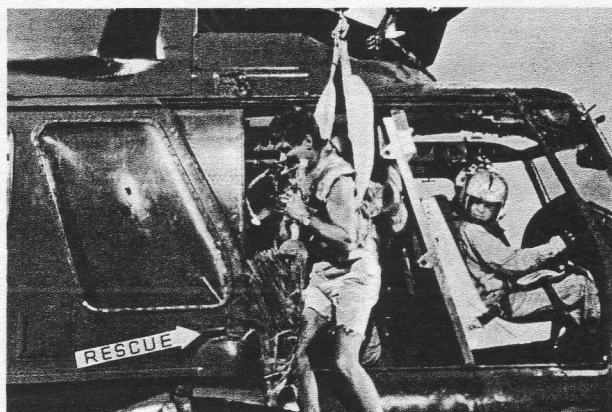
Not only did they see the operations of their sister SEASPRITE, but Captain Conover and Lieutenant Cochran were able to make the necessary 10 landings in the HH-43B to become shipboard qualified. Both received certificates from the Navy including them as members of a "Select Group of Intrepid Aviators."

During this period the Det 9 mission was interrupted by the crash of a C-124 in the Sierra Nevada mountains near Granada. Captains Arnold and Hahn, Sergeant Coffman, and SSgt Marion Budek, medical technician, flew in from Camp Wilson, while from Moron AB came Captains Conover and Paul McComb. TDY from Wheelus AB, Libya, were A1c Ralph Frazier, crew chief; Capt Phil Collins, MD; and TSgt John P. Gerfy, medical technician. Rendezvousing in Granada, the two crews landed at 11,400 feet near the top of the mountain range and made positive identification of the crashed aircraft. Strong turbulent winds and cloud cover prevented subsequent landings at that altitude, and a landing area at 9,000 feet was utilized for recovery of the accident victims. Bad weather hampered and then finally postponed the recovery operation.



**DET 9 PERSONNEL**—Front row, left to right, TSgt Walter G. Coffman, SSgt James A. Currie, SSgt Tony Valenzuela, SSgt Eugene Prichard, A2c Zebbie Hamilton, Capt Wilson T. Arnold, A1c Stanton R. Nelson. Back row, Capt Laurence W. Conover, Capt Andrew J. M. Archer, Capt Guy S. Hahn, SMSgt Robert D. Walls, SSgt Paul O. Johnson, A1c Ralph Frazier. (USAF photo)

## SEASPRITE Rescue—Disney Style



**NO, NO, NO, NO**—This photograph, taken during the filming of "Lt Robin Crusoe, USN," appeared in the last issue of Kaman Rotor Tips. Since that time, horrified Safety Officers have drawn attention to the fact that actor Dick Van Dyke failed to enter the sling properly and is in imminent danger of falling out. The sling should be under his arms and supporting the "rescuer's back." Both hands should be holding on (literally) "for dear life" — even if it does mean loosing his palm-frond umbrella. ("©MCMLXV - Walt Disney Productions")

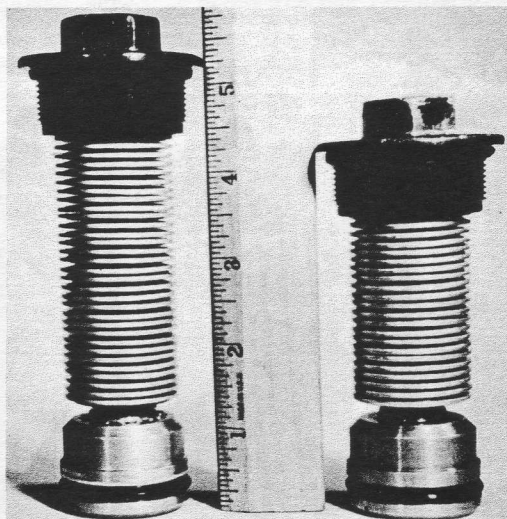
For both missions Det 9 helicopters flew more than 200 hours and ferried over 550 passengers and 56,000 pounds of cargo. Fortunately, maintenance was minimal during this period and while one aircraft was supporting Camp Wilson, the other was able to maintain an alert posture back at Moron. During the Granada mission Captain Arnold passed the 1,000 hour mark in the HH-43B while flying 62-4534. It was doubly impressive because 534 went over the 1,000-hour mark at the same time.

Other detachment personnel who were at one or both sites were SSgt James A. Currie, A1c Stanton R. Nelson and A2c Zebbie Hamilton. Other pilots who were TDY from Wheelus during this period to relieve the loss of Capt Andrew J. M. Archer (TDY to Ethiopia) were Capts Richard J. Bouckhout, Dan L. Reeder, and William F. Seals. Meanwhile, "back at the ranch," SMSgt Robert D. Walls, NCOIC, and SSgt Paul O. Johnson, admin clerk, took care of the voluminous paper work. ✶

## Incorrect Oil Filter Installation—UH-2

The filter assembly, P/N OT25995, on the main gearbox is 1-inch shorter in overall length than the oil pump filter, P/N OW34270, on the speed de-reaser gearbox. If this short filter is inadvertently installed in the speed de-reaser gearbox, a sizeable gap will exist internally in the pump housing, contaminants can bypass the filter, and premature replacement of the speed de-reaser gearbox assembly may result. The 1-inch difference between the two filters is not readily apparent unless they are placed side by side and, when installed, it is impossible to tell one filter from the other. To prevent incorrect filter use, make sure the overall lengths correspond to those shown in the photo or check the part numbers. Comparing a new filter with the one removed from the speed de-reaser gearbox oil pump is not a positive check since an incorrect installation may have been made previously.

H. Zubkoff, Service Engineer





# Huskie Happenings



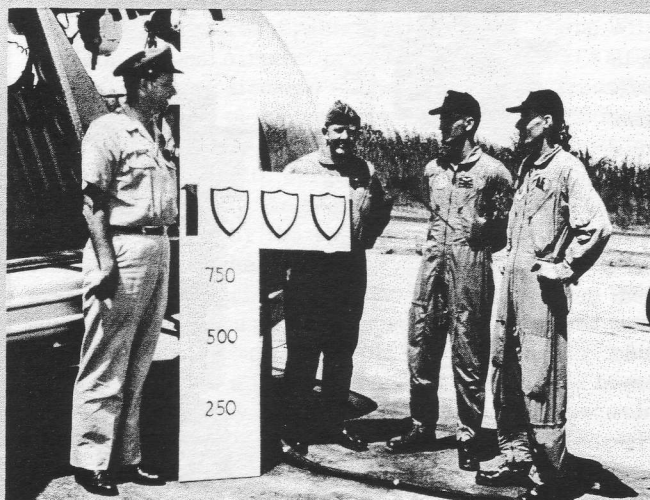
...HH-43B crew from Det 6, CARRC(MAC), Kincheloe AFB, Mich., makes 85 NM-flight to freighter in Lake Superior after seaman is critically burned in boiler explosion. Hoist pickup made from ship, despite strong winds and 10-foot waves, and rescuee delivered to Sault St. Marie War Memorial Hospital. Due to low fuel state, helicopter is refueled on hospital grounds. HUSKIE crew consists of Capt William J. Deming, RCC; Capt James V. Berryhill, copilot; Capt Patrick J. Sullivan (MC), flight surgeon; and A1c Glenn P. Mayeux, fireman and hoist operator. ... In another Det 6 mission, HUSKIE piloted by Capt Richard A. Smith makes night flight to rescue civilian clinging to large rock in center of rapids in St. Marys River. Survivor, suffering from exposure and going into shock, taken to hospital. Other members of HH-43B crew are SSgt Larry E. Quick, crew chief; SSgt Leonard L. Dockter and A1c Thomas R. Talley, firemen.

...HH-43B crew from TUSLOG Det 153, Cigli AB, Turkey, flies over rugged mountain terrain to evacuate airman seriously injured in fall near Balikiesir. Flight to site made with barrel of fuel slung beneath aircraft. HUSKIE crew consists of Capt B. L. Meadows, RCC; Capt C. W. Burridge, copilot; Capt J. R. MacDougall (MC), flight surgeon; A1c F. P. Pecotte, medical technician; and A2c J. M. Adrian, helicopter mechanic.

... Flying in wind-driven drizzle and showers, HH-43B crew from Det 6, PARRC, Kadena AB, Okinawa, rescues exhausted teen-age SCUBA diver from precarious position 150 yards off-shore near jagged coral reef swept by heavy seas. Rescuee attempts to enter sling incorrectly so TSgt Leonard F. Fullerton, medical technician, demonstrates correct method from cabin of helo as TSgt Charles D. Severns, crew chief, prepares to enter water if necessary. Meanwhile, Capt James M. Crabbe, pilot, raises and lowers HUSKIE to avoid heavy swells and ensure clear margin of safety. Second attempt at pickup is successful. Others aboard rescue helicopter are Capt Warren K. Davis, copilot; A1c Robert G. Turner and A1c Leroy Yancey, rescue specialists. ... In another mission, HH-43B crew from Kadena AB detachment evacuates Army officer who suffered heart attack while at Okuma Rest Center, Okinawa. Evacuee's wife and son also taken on 26-mile flight to hospital. Estimated hour saved by using helicopter for trip. Capt Bruce B. Duffy is pilot on mercy flight, Captain Davis, copilot, Sergeant Fullerton, medical technician, and A1c Robert Jordan, crew chief.

...HH-43B crew from Det 5, WARRC(MAC), McChord AFB, Wash., makes dusk flight into dead-end canyon to evacuate 14-year-old Boy Scout close to death after nearly drowning in small lake. During flight to nearest hospital, where landing is made on lawn, SSgt William J. Emery, medic, and A1c Gordon T. Greever, crewchief, administer heart massage and mouth-to-mouth resuscitation in vain attempt to keep lad alive. Capt Donald M. Welsh is pilot on mercy mission and firefighters are SSgt Eusebio Cantu and A1c Douglas L. Manning. ... Medical student with broken leg evacuated from isolated Goat Lake area in Cascade Mountains by HH-43B crew from Det 5. McChord HUSKIE makes widespread search over rugged territory and numerous unnamed lakes before rock splash in water is spotted. Rescuee is found at water's edge on a rock-strewn area at base of cliff. Hoist pickup made with only a few feet of rotor blade clearance and student is on way to Seattle hospital. Capt Kenneth L. Spaur is pilot of HH-43B, A2c Frank P. Hanutke, crewchief, and Sergeant Emery, medic.

...HH-43B crew led by Capt Richard J. Bouckhout scrambles when F-100 goes out of control. HUSKIE, from 58th ARRSq, Wheelus AB, Libya, orbits fighter pilot after ejection and picks him up seconds after touchdown. Rescuee, Capt Lorenz W. Mackenthun, has high praise for efficiency of operation — "Great," he said, "the rescue crew was charging across the sand as I was getting up." Others aboard HH-43B are SSgt Charlie B. Comer and A1c Lester B. Simpson, firefighters, and A1c David L. Ewing, medical technician.



**PROUD DISPLAY**—Maj Ronald E. Davison, helicopter flight commander of the 58th ARRSq(MAC), Wheelus AB, Libya, congratulates three pilots who received KAC plaques for passing the 1000-hour flight mark in the HH-43B. Left to right are Capts Dan L. Reeder (now at Det 9, EARRC, Myrtle Beach, S.C.), Richard J. Bouckhout and Bruce S. Washburn. Major Davison said, "It took over four years for each of these pilots to accumulate 1000 hours in the HUSKIE. The fact that this feat was accomplished without a flying safety accident reflects great credit on the men themselves and the United States Air Force, not to mention the fine aircraft in which they fly." Another squadron pilot, Capt Thomas E. Fallows, has since logged his 1000th-hour in the HH-43. (USAF photo)



**MOUNTAIN RESCUE**—A 19-year-old girl, injured by a rockfall while climbing at 12,500 feet on Mt Ranier, was rescued from the wind-swept slopes of the glacier by an HH-43B crew from Det 5, WARRC(MAC), at McChord AFB, Wash. Because of turbulence, a hoist pickup at the site was impossible so the HUSKIE transported rangers to a lower level and they climbed the rest of the way. Due to darkness, the rescue attempt was temporarily halted after the HH-43B, with Capt Robert S. Michelsen as pilot and SSgt Jimmie Rogers as crewchief, dropped food and equipment to the ground party. A flashlight was used as a target for the drop. Early the next morning Captain Michelsen and Sergeant Rogers flew to the 9,500-foot level where the ground party waited after being blocked by deep crevasses. After carefully surveying the area, swept by stiff winds and subject to sudden up-currents caused by nearby rocks, Captain Michelsen dropped the HUSKIE to within a few feet of the 30-degree slope and Sergeant Rogers brought the litter aboard. After picking up the rest of the HUSKIE crew, Capt Donald M. Welsh, copilot, and A2c Herman L. Wittenbrink, medic, the helicopter headed for the hospital. KAC Scrolls of Honor have been awarded for the hazardous rescue. (USAF photo)



**1000-HOUR AWARD**—Capt Walter D. Murphy, left, of Det 16, CARRC, McConnell AFB, Kan., is presented KAC plaque by Col Hugh F. Jordan after logging his 1000th hour in an HH-43. Present for the ceremony were, front row, left to right, A1c J. L. Mitchell (partially obscured), SMSgt Robert L. Duke, A2c Orlo L. Wilcox and 1stLt Ronald I. Pass. Rear row, A2c Charles T. McSweeney, Capt Robert C. Collom, A2c W. R. Weidner, SSgt James A. Beachy, SSgt Homer L. Ramsey, MSgt Forrest W. Farley, A2c Larry V. Jensen. (USAF photo)



**HONORED BY KAC**—HH-43B crew members from Det 5, EARRC(MAC), Suffolk County AFB, N.Y., examine the map used during the rescue of a civilian pinned in the wreckage of a small plane for six days after it crashed into Mt Higby in Connecticut. Left to right are A2c James L. Shipman, hoist operator; Capt Harold Pickering, detachment commander, pilot; SMSgt Eugene L. Harmsen, mechanic; and SSgt Roy F. Taulbee, crew chief. All received Kaman Scrolls of Honor for the hazardous night rescue which required a 20-minute hover in turbulent air while only 15 feet from the face of a cliff. Both the loud hailer and floodlights on the HUSKIE were utilized during the rescue. To reach the accident scene, the crew made a 50-mile night flight, part of it over Long Island Sound and also landed in a field ringed by automobile headlights and flares for a briefing before attempting the rescue. Captain Pickering had high praise for the "beautifully coordinated" action of the entire crew during the mission. (USAF photo)

**HISTORIC CROSSING**—Det 12, AARRC, formerly of Chambley AB, France, has chalked up two important "firsts." While heading for their new home at RAF Woodbridge, England, the detachment's two HUSKIES recently became the first HH-43B's to fly the English Channel into the United Kingdom; the detachment is also the first of four new units to be based in England. Shown is the first HUSKIE to arrive over the famed white cliffs of Dover near the end of the historic flight. Aboard the lead helicopter were Detachment Commander Capt Maxie L. Trainer, 1stLt Theodore S. Cochran, and SSgt Frank S. Gilash. Manning the second HH-43 were Capt Hayden C. Moore, who took the photograph, 1stLt Edwin J. Hartke and A1c Donald W. Bertsch. (USAF photo)





## SCROLL OF HONOR

1963

Adams, Robert S., Capt, USAF	Helm, Ralph M., Lt, USN
Alden, Gary L., Capt, USAF	Henderson, Alton R., A2c, USAF
Archer, Andrew J. M., Capt, USAF	Henderson, Larry K., SSgt, USAF
Arketa, Philip, A1c, USAF	Henley, John B., A1c, USAF
Arvo, Waino E., Capt, USAF	Henningson, Edwin A., Capt, USAF
Atkins, John G., A1c, USAF	Herr, Joseph T., Capt, USAF
Autry, Lenzy M., A1c, USAF	Hicks, Thurman L., AMS3, USN
Bachman, Ronald L., Capt, USAF	Hogan, Walter E., 1stLt, USAF
Beasley, Charles R., AMH1, USN	Hooten, Joe A., SSgt, USAF
Beguín, Larry W., Lt(jg), USN	Hughes, Eugene L., MSgt, USAF
Benton, Robert D., SSgt, USAF	Hurt, Hoyt B., Capt, USAF
Bowen, James A., A2c, USAF	Jacks, Dennis, SSgt, USAF
Butcher, Charles R., SSgt, USAF	Johnson, James E., TSgt, USAF
Calcote, Duncan, SSgt, USAF	Johnson, Robert A., SSgt, USAF
Casey, William C., Cdr, USN	Kay, Charles R., Capt, USAF
Chase, Franklin L., Capt, USAF	Kerber, Grant D., Capt, USAF
Clausen, Erik W. O., Cdr, RDN	King, Karl G., 1stLt, USAF
Coan, Richard H., Capt, USAF	Koelling, G. A., Lt(jg), USN
Collins, Robert A., SSgt, USAF	Lamb, Franklin A., Capt, USAF
Connell, Joseph T., 1stLt, USAF	Lee, Herbert A., Capt, USAF
Conover, Laurence W., Capt, USAF	Lee, Peter J., A1c, USAF
Cook, Darvan E., 1stLt, USAF	Lester, Walter B., Lt, USN
Cosier, Emmet T., ADR3, USN	Lockhart, Floyd R., Capt, USAF
Cox, Thomas E., TSgt, USAF	Lorenz, Charles, A2c, USAF
Cronk, George A., SSgt, USAF	Luther, William A., 1stLt, USAF
Crow, D. E., LCdr, USN	McAlee, Daniel J., AMSAN, USN
Davis, David, ADR2, USN	McDougal, Robert D., Capt, USAF
DeGaetano, Benny A., SSgt, USAF	Miller, David G., AE3, USN
Devine, G. A., SSgt, USAF	Moinichen, Charles G., A1c, USAF
Doucett, E. H., A3c, USAF	Montgomery, Charlie J., SSgt, USAF
Duffy, Bruce B., 1stLt, USAF	Morrin, Kenneth S., A1c, USAF
Dunn, Grady L., TSgt, USAF	Neville, Ernest L., Capt, USAF
Durham, Floyd A., Lt, USAF	O'Connor, Maurice E., Capt, USAF
Erickson, Edward D., A1c, USAF	Olson, Manley, A1c, USAF
Espiau, Fernand N., 1stLt, USAF	Parks, Derald D., TSgt, USAF
Fallows, Thomas E., Capt, USAF	Pavel, D. R., MSgt, USAF
Forsythe, Jack, 1stLt, USAF	Peddicord, Clifford P., Capt, USAF
Frazier, David J., Capt, USAF	Persons, K. P., A1c, USAF
Furey, Edwin M., Lt, USN	Potter, Dale L., Capt, USAF
Gardner, Bernice, A1c, USAF	Powell, Gerald W., ADJ1, USN
Gonyea, James G., SSgt, USAF	Precious, Thomas D., 1stLt, USAF
Greene, Rockwell N., Capt, USAF	Reedy, Harry T., SSgt, USAF
Hallmen, Robert J., TSgt, USAF	Rice, Collins D., SSgt, USAF
Hayes, William T., Capt, USAF	Ross, Clyde R., SSgt, USAF
	Roth, James E., Lt, USN

THE PERSONNEL ABOVE WERE HONORED FOR THEIR SKILL, COURAGE AND JUDGEMENT DISPLAYED WHILE PARTICIPATING IN RESCUE OR MERCY MISSIONS PERFORMED UNDER ADVERSE OR HAZARDOUS CONDITIONS. THE LIFESAVING FLIGHTS WERE MADE DURING THE YEAR 1963 IN UH-43C, OH-43D, HH-43 AND UH-2 HELICOPTERS.