

KAMAN

Rotor Tips



JULY- AUGUST, 1967

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ON THE COVER

Typical scene during UH-2C training program at Kaman Aircraft. Approaching the helicopter are a Navy pilot and his instructor. In foreground is the maintenance trainer shown on page five. Cover by Donald Tisdale, Service Publications.

FEATURES

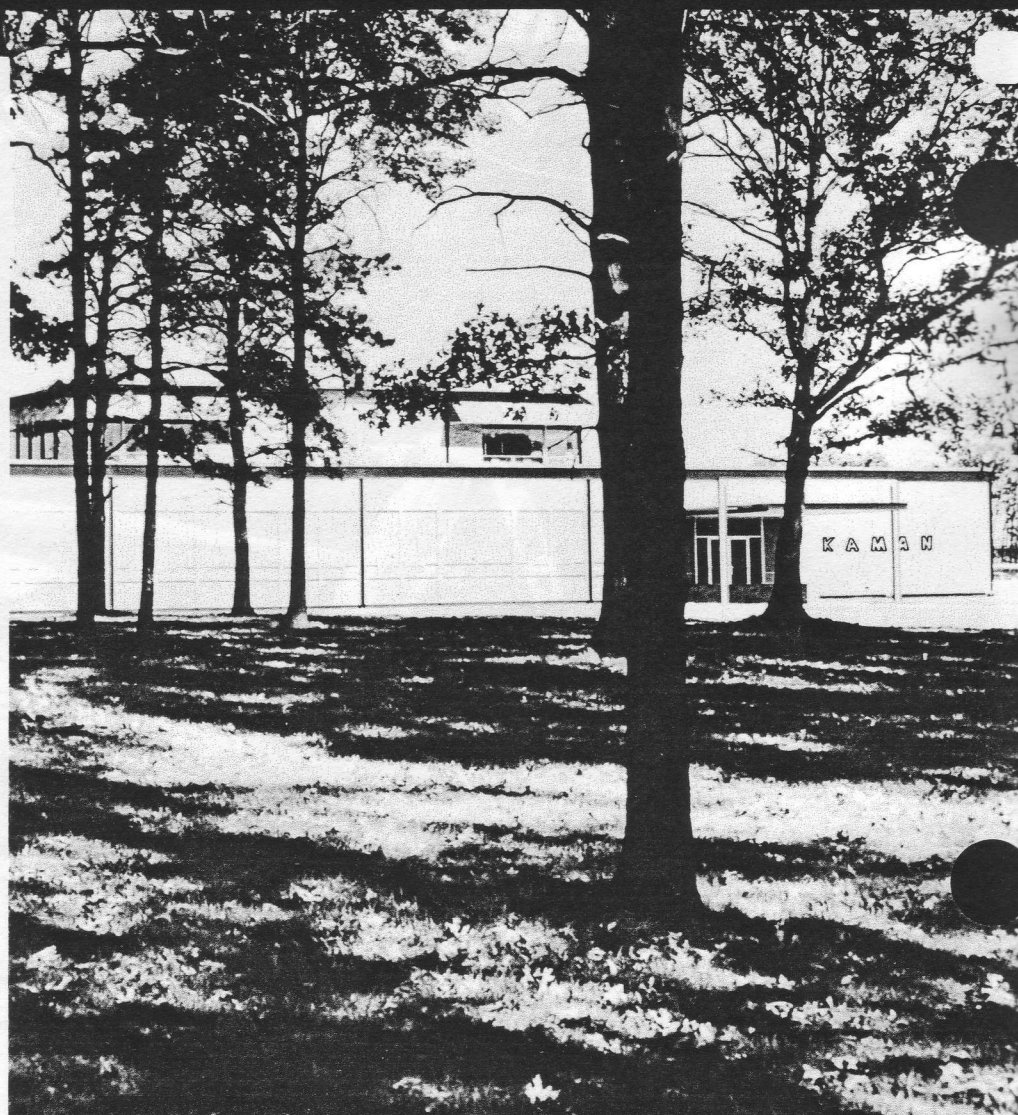
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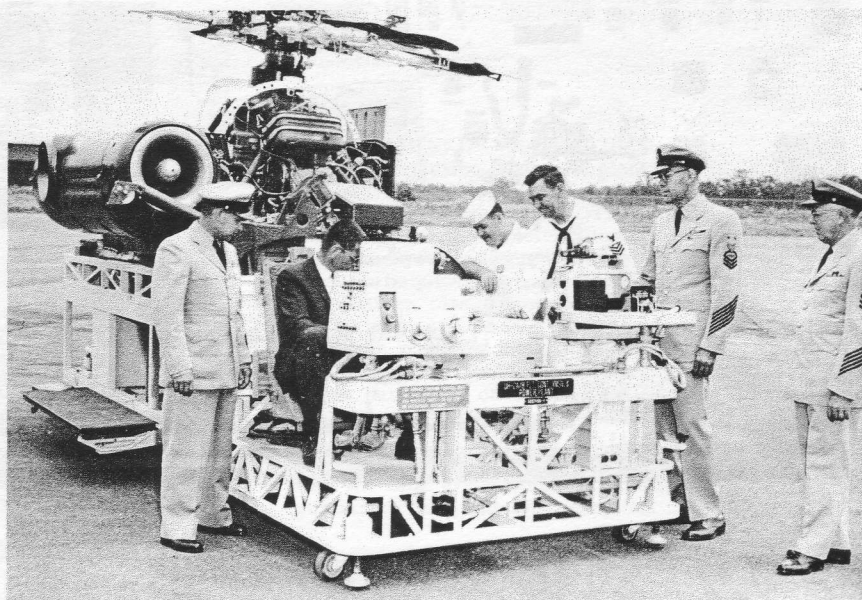
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What's With The Twin?

UH-2C TRAINING



UH-2C INSTRUCTION—HC-1 technicians watch intently as Jack L. King, Kaman Aircraft instructor, manipulates controls in UH-2C trainer. Left to right are Raymond L. Welch, ADCS; Travis E. Noah, ADJ2; Mike T. Petrick, AMH1; Robert H. Selman, AFCM; and Earnest L. Oxford, ADRC.

With Fleet delivery of the UH-2C imminent, a factory training program for Navy personnel who will maintain or fly the twin-turbine aircraft is nearing its conclusion. Nine aviation mechanics and electricians from HC-1, NAAS Ream Field, Calif., recently completed a one-week course at Kaman Aircraft's Bloomfield, Conn., facility and another group from the squadron is scheduled to attend a similar course in a few days. At the present time, seven instructors from the Naval Air Maintenance Training Det 1071 at Ream are attending a two-week course at Kaman. The extra week will be devoted to learning the operation and maintenance of the UH-2C trainer which they will use while instructing Fleet maintenance personnel at the West Coast air station.

HC-1 personnel who attended the first class are: Robert H. Selman, AFCM; Raymond L. Welch, ADCS; Earnest L. Oxford, ADRC; Kurtis E. Pool, AE1; Kyle E. White, AE1; Mike T. Petrick, AMH1; Alan S. Dougans, AE2; Herbert A. Zieglmeier, AE2; and Travis E. Noah, ADJ2. From NAMTD, Ream are: James L. Shipley, AEC; Clifford E. Breeden, ADJC; Edmund C. Schwenk, AMHC; Park E. Moore, AEC; Vernis W. Gage, Jr., AE1; Raymond E. Contreras, ADJ1; and Harlan F. Bunnell, II, AME1.

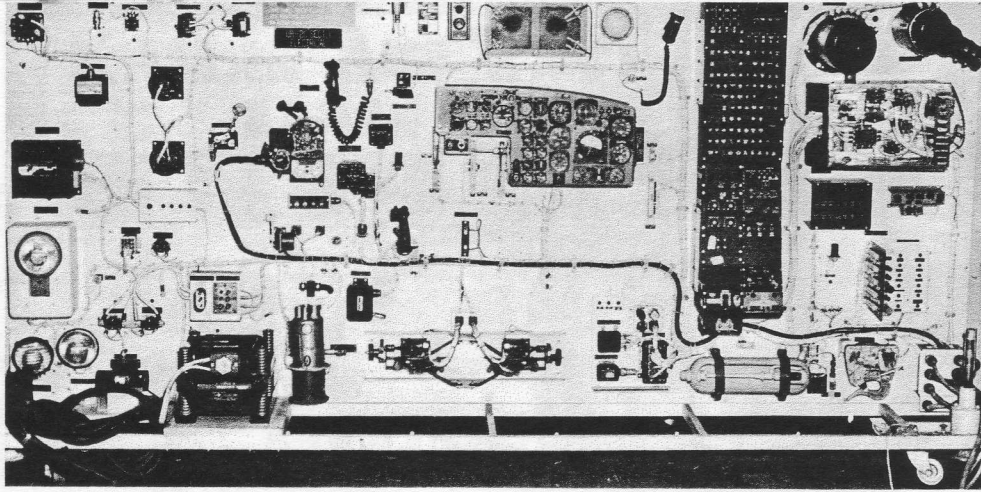
Meanwhile, five pilots from HC-1 are receiving flight instructions on the twin-engine helicopter from Kaman test pilots Jack Goodwin and Al Ashley. The pilots are Lt John W. Donaldson and Lts(jg) Richard R. Mason, Carl E. Matyas, Curtis W. Huffman, Jr., and Gary L. French. They, in turn, will instruct other HC-1 pilots upon their return to the squadron.



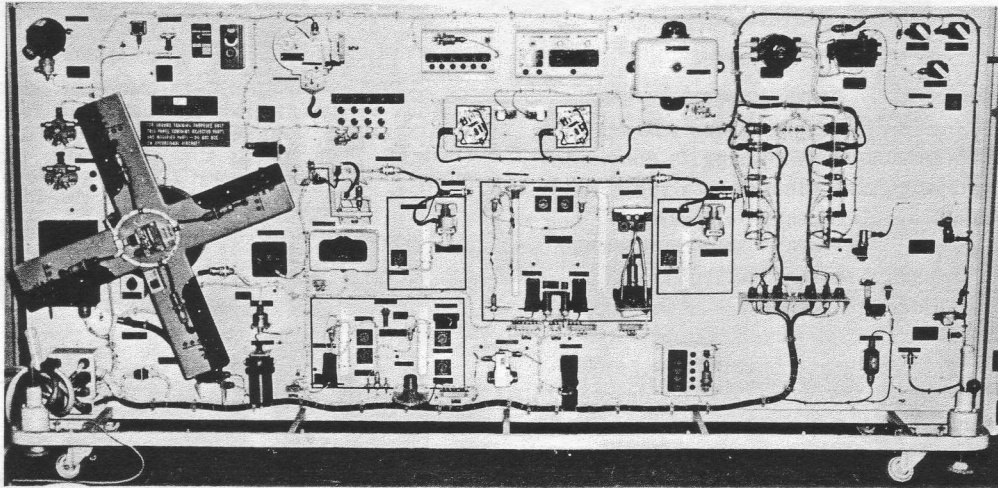
MEETING THE TWIN—Al Ashley, Kaman Aircraft test pilot, points out some of the features on the twin-engine UH-2C to, left to right, Lt(jg) Gary L. French, Lt(jg) Curtis W. Huffman, Jr., Lt John W. Donaldson, Lt(jg) Carl E. Matyas and Lt(jg) Richard R. Mason. All are from HC-1, NAAS Ream Field.



INSTRUCTORS INSTRUCTED—Kaman instructor John J. McMahon, right, explains electrical training panel modifications made to reflect UH-2C's twin-engine configuration. NAMTD personnel who will use the panel to instruct their own classes at NAAS Ream Field are, left to right, Vernis W. Gage, Jr., AE1; Park E. Moore, AEC; Clifford E. Breeden, ADJC; Harlan F. Bunnell, II, AME1; James L. Shipley, AEC; Edmund C. Schwenk, AMHC; and Raymond E. Contreras, ADJ1.



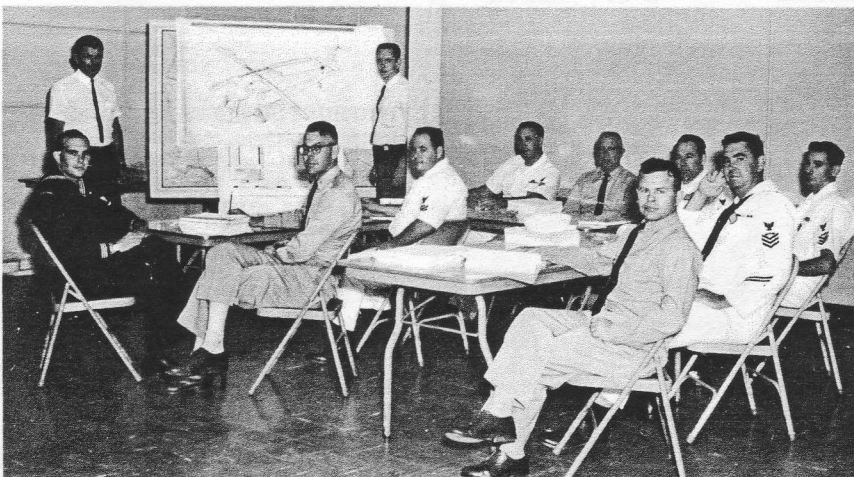
ELECTRICAL PANELS—The two panels shown are among those used for training on the UH-2C electrical systems. The top panel includes instruments, overhead console, electric throttle, AC-DC power system, and engine RPM control components. On the second panel, along with numerous other components, are the rotor deicing system, electrical throttle actuators and the fire surveillance/extinguisher system. Instructors can intentionally cause the components or systems to malfunction so that students may have actual trouble-shooting experience.



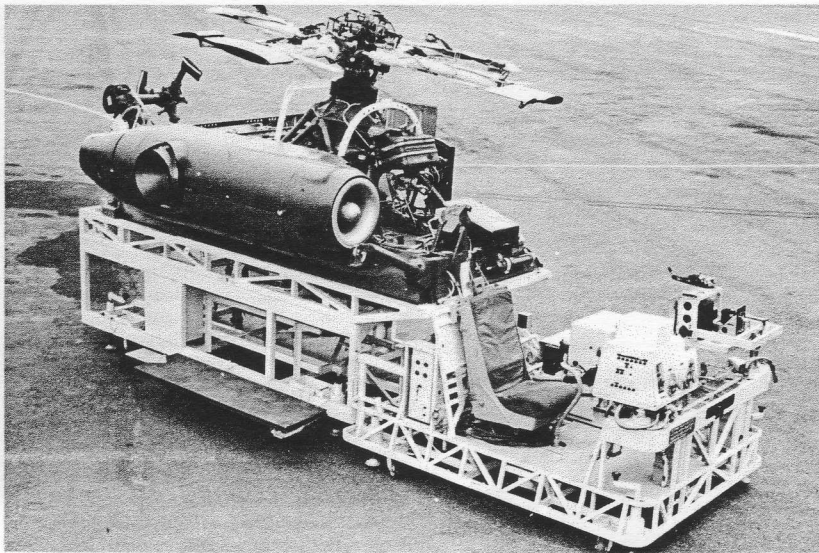
Jack L. King, UH-2C training supervisor, is instructing the Navy mechanics in hydraulics, rigging and similar maintenance while John J. McMahon is the electronics instructor. Both courses are concerned only with the areas modified to change the single-engine UH-2A/B to the UH-2C's twin-engine configuration. Much of the instruction deals with the combining gearbox, engine installation and alignment, the sprag clutch, the electric throttle, and additional electrical systems. These and other primary components have been incorporated in a versatile maintenance trainer, one of two produced by Kaman for the Navy a few years ago, for instruction of UH-2A maintenance personnel. Kaman recently modified

this trainer to reflect incorporation of the UH-2C's two engines and, when the present factory training course is completed, it will be returned to the NAMTD unit at NAAS Ream Field. The other maintenance trainer will continue to be used by the NAMTD activity at NAS Lakehurst, N.J., for instructing mechanics and electricians on UH-2A/B maintenance.

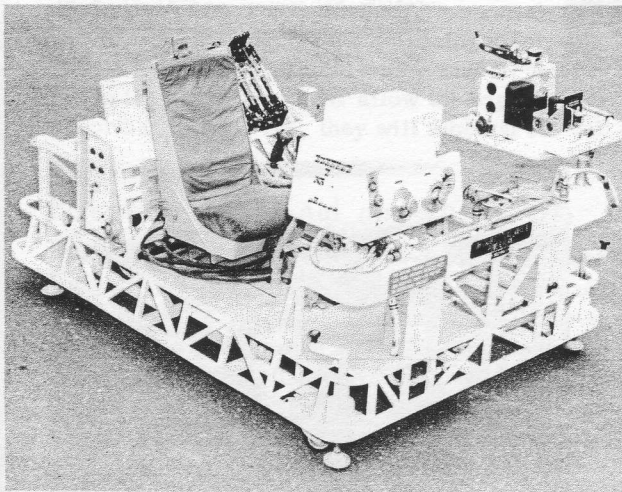
Both trainers consist of three main panels; Flight Controls, Transmission and Power Plant; Hydraulic; and Electrical. Each panel is comprised of several sections and includes all helicopter components in the systems represented. In some cases, mock-ups, or



BOOKS AND CHARTS—During the UH-2C courses at Kaman, time not spent working directly with the training panels is devoted to classroom work. HC-1 personnel shown during a "books and charts" session are, left to right, Alan S. Dougans, AE2; Robert H. Selman, AFM; Travis E. Noah, ADJ2; Herbert A. Zieglmeier, AE2; Earnest L. Oxford, ADRC; Raymond L. Welch, ADCS; Kurtis E. Pool, AE1; Mike T. Petrick, AMH1; and Kyle E. White, AE1. Instructors are Jack L. King and John J. McMahon.

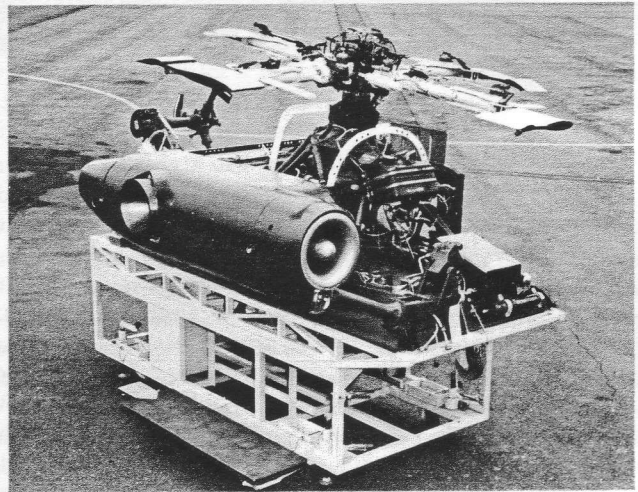


LARGEST PANEL—Used for flight controls, transmission, and power plant training, this 20-foot-long panel can be separated for greater versatility. The forward section forms a complete Automatic Stabilization System/Flight Controls trainer which can be quickly disconnected and rolled into another classroom so that training may be given on both units simultaneously. Numerous changes, including installation of a combining gearbox, were made by Kaman during the conversion from a UH-2A/B to a UH-2C trainer. Although the "twin" has two engines, only one is mounted on the trainer. It can, however, be changed from one side to the other by students to familiarize them with this operation.

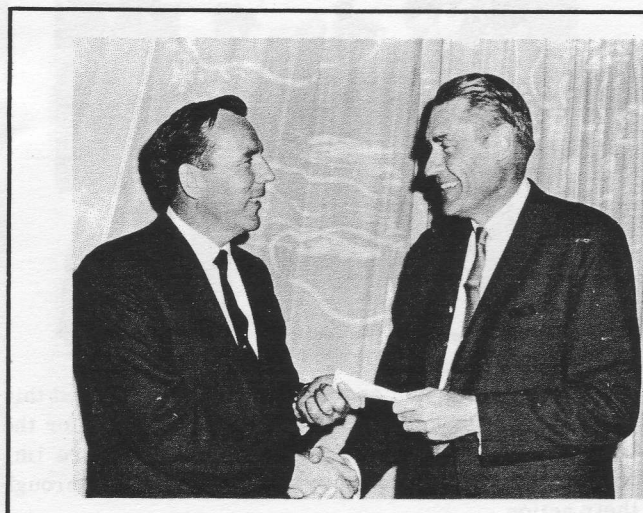


plastic animated devices are used to show operation and maintenance principles while the corresponding actual parts are mounted on one of the other panels to provide for training in servicing and in installation and removal.

The panels include provisions which enable the instructors to simulate possible malfunctions in the various systems and components. In this way, maintenance personnel will receive actual experience in trouble shooting. Some of the most unusual features of the trainer are shown in the design of the 20-foot long Flight Controls, Transmission and Power Plant panel. By using quick disconnects, this panel can be separated into three



sections. The maximum length, in shipping condition, of these sections is 12 feet. They can be reassembled under a 10-foot-high ceiling using only the special support equipment supplied with the trainer. The forward or cockpit section of this panel forms a complete Automatic Stabilization System (ASE) trainer and can be disconnected and rolled into a separate classroom for training on ASE while the aft sections are used in training on transmission, power plant, main and tail rotors and other components. This method of operation doubles the number of students receiving training in a given period of time.



Feinberg Award

Robert G. Ferry, left, chief engineering test pilot from the Aircraft Division of the Hughes Tool Company, was this year's recipient of the Frederick L. Feinberg Memorial Award. The presentation was made at the 23rd Annual National Forum of the American Helicopter Society in Washington, D. C., by Charles H. Kaman, right, president of the Kaman Corporation. Ferry was honored for "his outstanding airmanship, initiative and planning in successfully accomplishing a solo, transcontinental, world-distance-record flight in a light helicopter." Each recipient's name is engraved upon the memorial and he also receives a cash award and medallion. The memorial, which is displayed in the Smithsonian Institution, was established by Kaman to honor the memory of the late Frederick L. Feinberg, a helicopter test pilot. (Photo by Chase Ltd.)

IRANIAN HH-43F EVACUATES 18 AT ONE TIME



WOULD YOU BELIEVE—Twenty men is a considerable group, especially when they all ride in an HH-43F at one time. In second photo, 1stLts Tahmasb Esmaeli Kamrani, left, and Ghasem Goljahani, pose with troops showing how 18 men packed themselves into HUSKIE cabin during mountain rescue. At the time, the rescues were wearing winter clothing. In third photo, HH-43 pilot Lieutenant Goljahani is congratulated by Col Abass Bahrami, battery commander. Watching are, left to right, Capt Esmaeil Farokh-Seresht, maintenance company commander; LtCol Gholam Hosein Merzazadeh, deputy battery commander; Lieutenant Kamrani, copilot of rescue helicopter; and Abraham R. Thomas, Kaman Service Representative.

What had been a routine flight to airlift Iranian Army engineers from a windswept mountain top, suddenly developed into an emergency situation calling for 1stLt Ghasem Goljahani of the Imperial Army Aviation Battalion, Isfahan, to make a life or death decision. After landing in two-foot deep snow at 9,390 feet, the HH-43F pilot and his copilot, 1stLt Tahmasb Esmaeli Kamrani, found 18 men huddled against the biting 45-knot winds. The temperature was almost 20° below zero and, obviously, some of the troops would not survive if they waited for another flight. The two pilots never hesitated despite the hazard of attempting to take off in an overloaded helicopter under such conditions. All of the troops, most of them so stiff from the cold they could hardly move, were piled into the HH-43 and the HUSKIE took off over the rugged terrain on the half-hour flight to safety. Following is Lieutenant Goljahani's terse report on the mission:

On 24 January 1967, Lt Kamrani and myself were on a routine mission transporting troops from Mt. Taraj to Bonneh where 30 men from the army engineers were working. They had been there for some days and on this day their equipment had been sent out and they were due to be flown to Bonneh. The first two flights we carried 12 men and supplies. Upon our return to fly the third group out it was obvious that I had to take them all at once as they had ice formed on their faces, and their lips were cracked and bleeding. I felt certain that some would die if they had to wait another half hour. They had erred in that their tents and blankets were sent out earlier.

We loaded all 18 aboard, used almost max power to hover and flew down toward the valley to gain forward speed. The winds were gusty around 45 knots at the time. We made a roll-on landing at Bonneh where the weather was calm. Thankfully all the men survived.

With troop seats installed, the HH-43F was designed to carry 10 soldiers in addition to the pilot and copilot. While operating under extremely adverse conditions,



Lieutenants Goljahani and Kamrani almost doubled this figure and, it is believed, established a record for the number of persons flown in the HUSKIE — more important, they undoubtedly saved several lives through their action.

Timely Tips

Anodize Check (UH-2, HH-43B, HH-43F)

When in doubt as to whether an aluminum part has or has not been anodized, perform the following quick check: Place a spot or dot of indelible ink on the surface and allow it to dry. Dampen a cloth with carbon tetrachloride and rub the spot vigorously. If the mark won't come off, the part has been anodized. If the ink spot is removed by the rubbing, the part has not been anodized.

N. E. Warner, Service Engineer

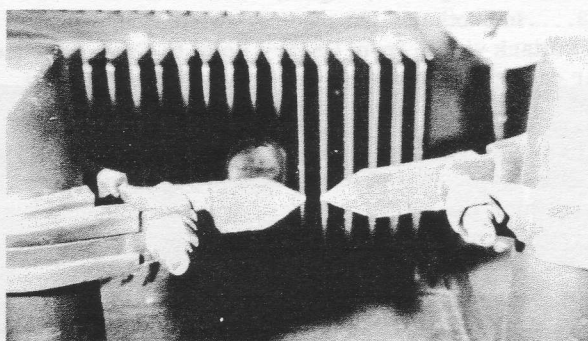
AFC 106, Amendment 1 (UH-2)

Airframe Change 106 entitled, "Improved Windshield Wiper Installation," is in process of being amended. The amendment will carry the following information: Install windshield wiper window unit, P/N XW21078-1, on the pilot's side and windshield wiper window unit, P/N XW21078-2, on the copilot's side. Installing these units according to the amendment will allow the wiper blades to park and lock in the inboard position. If the units are installed according to AFC 106, they will function but will park and lock in the outboard position.

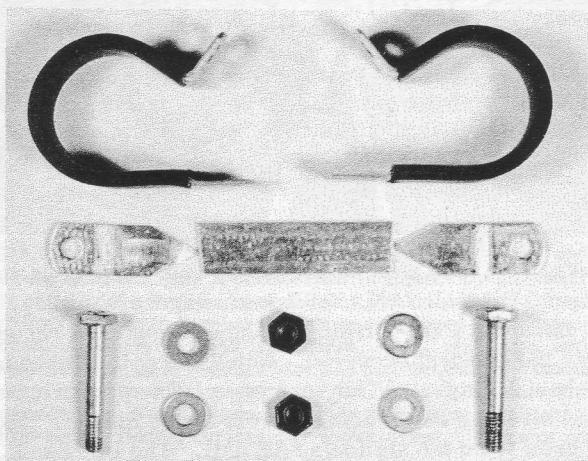
C. D. Morse, Service Engineer

Rotor Cone Setting Aid (HH-43B, HH-43F)

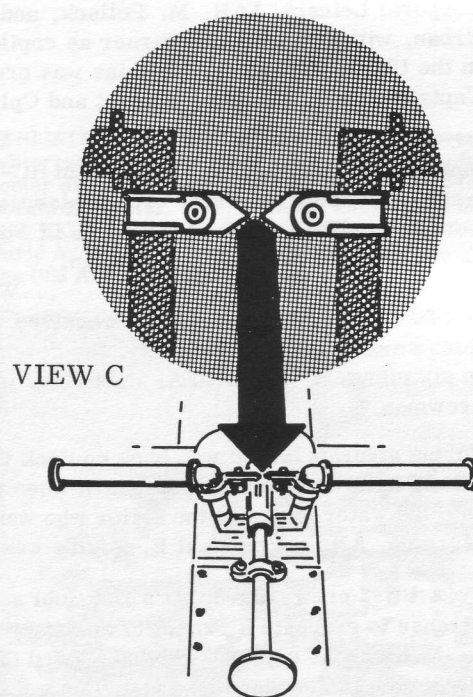
The unique setup shown in View A will aid in obtaining neutral rudder pedals. The required materials, as shown in View B, are: 2 cable clamps with rubber pads, 1 cable clamp without the rubber pad, 2 bolts, 2 locknuts and 4 washers. The unprotected clamp is first flattened and then cut 1-1/2 inches from each end. The center portion is discarded while the end pieces are ground or filed to a point. Before installing the pointers into the aircraft, rig the cones and establish neutral rudder pedals. Slip one clamp over the copilot's rudder pedal tube and push up until it touches the foot rest. Align the bolt hole in one pointer with the bolt holes in the cable clamp. Insert a bolt, with a washer under the head and nut, through the three holes and leave finger tight. Repeat the procedure for the other pedal. Align the two pointers as shown in View C and tighten the locknuts. The pointers should almost touch. Once this setup has been checked out, pedal position and consequently cone position, may be determined by glancing at the pointers.



VIEW A



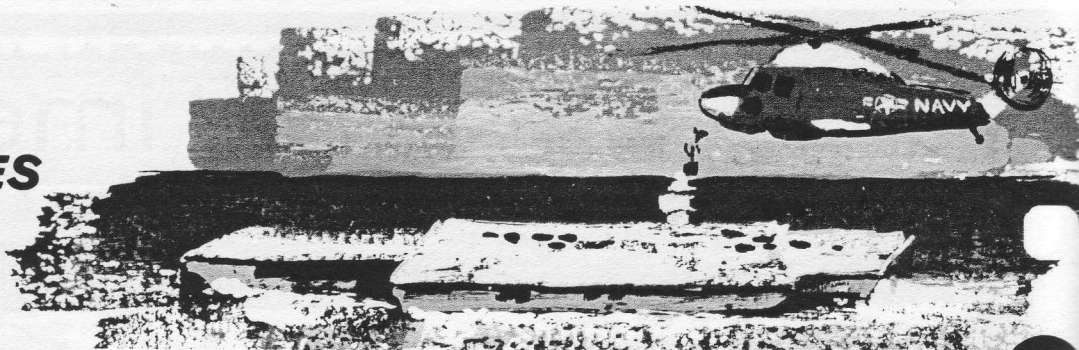
VIEW B



VIEW C

SEASPRITE

ACTIVITIES



...A coastguardsman with a serious leg injury was evacuated from the USCGC Westwind by a UH-2 crew from HC-4's Det 82 aboard the vessel. The 100-mile flight to Bahia Catalina Air Station in Punta Arenas, Chile, was made by two SEASPRITE crews. Aboard the first helicopter were Lt(jg) James R. Fox, Lt(jg) William G. Dayton, Andrew F. Przenkop, ATN2, and a Spanish-speaking doctor who made arrangements with the proper authorities. The second UH-2 was flown by Lt Paul T. Burkhart and Lt(jg) David C. Wynne with James B. Collins, AMS1, as crewman. They delivered the patient and a corpsman to the air station.

...A civilian surfer, swept seven miles offshore, was rescued from heavy seas by a UH-2 crew from the SAR unit at NAS Oceana, Va. The loud hailer was used to direct the rescuee to dismount the board and move away so as to facilitate recovery. Lt A. W. Stewart was pilot of the SEASPRITE; Russell Binkley, Jr., AE3, and Donald W. Berube, ATR2, were crewmen. ...A pilot who bailed out of his plane after a flame-out was picked up from an open field by a UH-2 crew from the SAR unit at NAS Cecil Field, Fla. LCdr Richard E. Bryan was pilot of the rescue helicopter and Edward B. Coffey, ADR3, crewman.

...An emergency evacuation of a Navy dependent was carried out by a UH-2 crew from the SAR unit at NAS Whidbey Island, Wash. SEASPRITE pilot was LCdr Robert L. Wheeler; copilot, Lt(jg) William A. Ryan; crewman, C.H. Edwards, ADJC. ...An officer and enlisted man, swept overboard when hoses parted while the USS Roosevelt was being refueled at sea, were rescued by a SEASPRITE crew from HC-2's Det 42 aboard the carrier. Both men were hoisted to safety less than seven minutes after the "man overboard" call sounded. Lt(jg) D. B. Smith was pilot of the SEASPRITE; Lt J. H. Long, copilot; W. J. Lippert, AE3, and L. W. Redding, AKAN, crewmen.

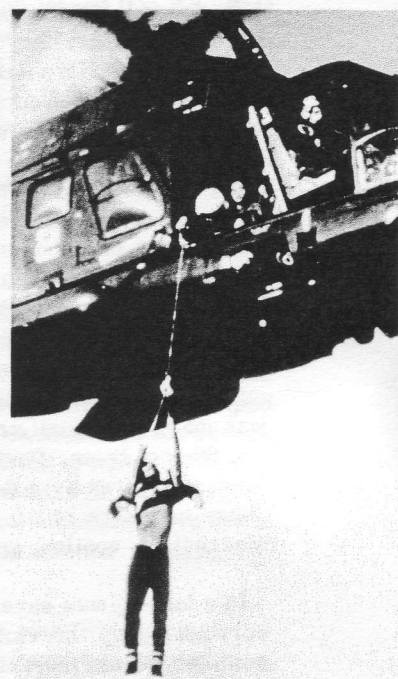
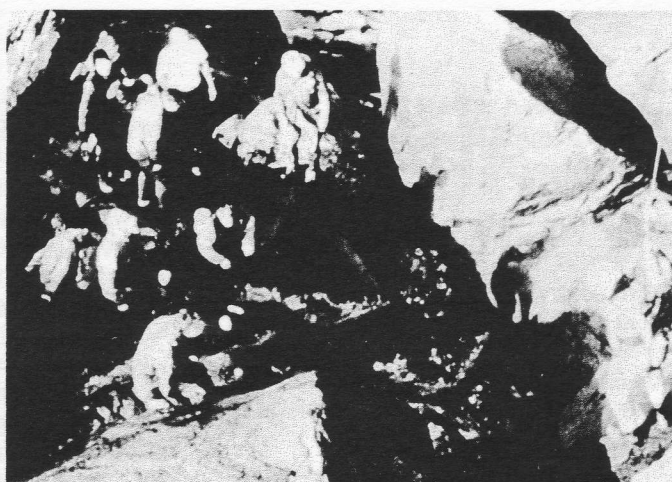
...A crew from the SAR unit at MCAS Cherry Pt., N.C., flew 15 miles offshore to evacuate a critically injured seaman from a trawler. A corpsman was lowered to the trawler and then he and the patient were hoisted to the SEASPRITE. Capt N. A. Urban was UH-2 pilot and Sgt D. A. Bumgarner was copilot. Others aboard were Cpl J. L. Leinart, P. B. Logan, HN, and S. C. Williams, HM3. ...In a night mission, a UH-2 crew from the unit flew 300 nautical miles to evacuate a critically injured automobile accident victim to the Naval Hospital at Portsmouth, Va. The landing at the hospital was made with the aid of car headlights. Captain Urban was UH-2 pilot and Sergeant Bumgarner, copilot. Others aboard were Corporal Leinart, Lt H. M. Pollack, and J. N. Faircloth, HM3. ...In another night medical evacuation, Captain Urban, with Sergeant Bumgarner as copilot, transported a heart attack victim from Cherry Point to Camp Lejeune in the UH-2. Cpl W. T. Matthias was crewman. ...Two similar daylight evacuations were made in the UH-2 by Captain Crews, Corporal Leinart and Cpl Kurt G. Helm.

...A crewman from a helicopter which ditched in the Atlantic was rescued soon afterward by a UH-2 crew from HC-4's Det 45 aboard the USS Columbus. Others from the stricken aircraft were taken from the water by a whaleboat from the USS Mullinnix which was nearby at the time of the accident. Members of the UH-2 rescue team were Lt Ferdinand A. Riddle, Jr., pilot; Cdr Charles O. Borgstrom, copilot; and David J. McCauley, AE3, crewman.

...While on a test flight off the Spanish coast, a SEASPRITE crew from HC-2's Det 66 aboard the USS America received word that an F-4B was in the water and on fire near the ship. Despite the thick smoke and poor visibility, the downed pilot was hoisted aboard the helicopter and returned to the carrier within six minutes. Lt David A. Hubbs was pilot of the UH-2; Lt(jg) John P. Meyn, copilot; Gerald E. King, AMS3, crewman.

...A sailor who fell overboard from the USS Forrestal during aircraft launch was back on deck within six minutes after being rescued by a UH-2 from HC-2's Det 59. The SEASPRITE was flying plane guard when the accident occurred. UH-2 crewman Richard W. Todd, ADR2, went into the water to assist the sailor who was semi-conscious after the fall; they were hoisted to the helo by Orest N. Marema, AN. Lt(jg) Paul F. Adams was pilot and Lt Michael E. Howe, copilot.

...A UH-2 crew from HC-1's Det Cubi at NAS Cubi Point, R.P., made a 90-mile, overwater flight to the USS Strauss to evacuate a patient to the hospital. LCdr Joseph Brecka, Jr., was pilot on the mercy flight and Lt Jaque L. Meiling was copilot. Others aboard the SEASPRITE were Jay L. Driscoll, AM3, crewman; Eugene W. Bliss, HM2; and Lt Theodore E. Dupuy (MC). ...In another MEDEVAC mission, a UH-2 from Det Cubi evacuated a seriously injured man to the hospital at Clark AFB only a few minutes after the accident occurred. Cdr Walter H. Buckholts was pilot of the helicopter, Lieutenant Meiling, copilot, and Michael J. Rigby, ATN2, crewman. The doctor aboard was Lt T. A. MacLean (MC). ...A patient suffering from internal bleeding was evacuated from the SS Sinclair Texas 100 nautical miles from NAS Key West, Fla., by a SEASPRITE crew from the station's SAR unit. The UH-2 was piloted by Cdr William B. Wright, LCdr Richard J. T. Wood was copilot on the mercy flight and D. H. Hoverson, ADJ1, was crewman.



ATSUGI SARMEN HONORED—Two crews flying in UH-2's from the SAR unit at NAS Atsugi, Japan, were presented Kaman Mission Awards recently by Capt A. M. Porter, commanding officer of the station. Receiving awards for evacuating a wounded merchant seaman from his ship were LCdr R. B. Baumstark, pilot; Ens B. R. Armstrong, copilot; Lt S. H. Libien (MC), doctor and Z. K. Dunbar, HM1, medic; R. T. Campbell, ADJ1, crewman. For their rescue of an injured Japanese fisherman who had fallen from a cliff, awards were presented to Lt(jg) J. G. Taylor, pilot; Ensign Armstrong, copilot; and M. J. DeAndressi, AN, crewman. Left to right are, Captain Porter, Airman DeAndressi, H. C. Helm, Kaman representative; Lieutenant Libien, Ensign Armstrong, Hospital Corpsman Dunbar and Commander Baumstark. Not present were Lieutenant Taylor and Petty Officer Campbell. (USN photo) Photos at top were taken during rescue of the injured fisherman. The UH-2 is over the rescue site; Airman DeAndressi, extreme right, is lowered along the sheer cliff to the group waiting with the fisherman; the unconscious rescuee is hoisted to the SEASPRITE.



QUANDARY—With the increasing number of out-going and in-coming detachments, it seems that Lt Robert O. Marshall and Seaman George T. Vaughn of HC-2's Public Affairs Office are having difficulty in keeping the detachment board up to date. The squadron, based at NAS Lakehurst, N.J., maintains detachments serving in the South China Sea and the Gulf of Tonkin. In carrying out its missions over the years, HC-2 has successfully rescued more than 1540 people: survivors from aircraft crashes, shipwrecks, floods, hurricanes, snowstorms, victims of enemy hostility and many more. The list is long, but these rescuees have one thing in common—they owe their lives to the helicopters and well-trained crews of HC-2. (USN photo)

SWINGING RE-ENLISTMENT—Dangling beneath a UH-2 hovering over the Mediterranean—what more appropriate place for a veteran helicopter crewman to re-enlist for a six-year hitch in the Navy? Ronald L. Foster, AE2, is being sworn in by his rescue seat mate, LCdr Thomas S. Bryan. Piloting the SEASPRITE is Lt David A. Hubbs. All are from HC-2's Det 66 deployed aboard the USS America. (USN photo)



Southeast Asia

A downed fighter pilot was rescued from hostile, mountainous territory by a HUSKIE crew from Det 5, 38th ARRSq, Udorn AB, Thailand. To make the pickup, 1stLt Kenneth O. Wentzel held the HH-43 below the tops of the 120-foot trees as crewmen called out the blade tip clearance from the surrounding branches. The crew chief was lowered on the sling to aid the pilot and then both men were hoisted aboard. 1stLt Roland J. Page was copilot on the mission; A1c John A. Cleland, helicopter mechanic; SSgt Esquiel Monarez, Jr., rescue specialist. In another Det 5 mission, 1stLt Paul F. Dole and his HH-43 crew flew 40 miles over dense jungle and landed at night in a small village to evacuate two seriously injured construction workers. A vertical approach was made in a small area surrounded by bamboo stalks and 60-foot trees. During the return trip medical treatment was given by a doctor, Capt John J. Young (MC). Other members of the HH-43 crew were 1stLt Billy C. Marcontell, copilot, and A1c William L. Schimonsky.

In a last-minute save, a swimmer marooned on a rock surrounded by the violently swirling waters of an incoming tide was plucked from his precarious position by an HH-43 crew from Det 8, 38th ARRSq, Cam Ranh Bay AB. To make the approach necessary, Capt Lawrence D. Jones, Jr., flew close to a series of shoreline cliffs as 1stLt Ronald W. Murray, the copilot, called out rotor blade clearances. Since the hoist had gone out of commission a short time before, the pilot then held the HUSKIE in an extremely low hover and, as spray began breaking over the aircraft, the rescuee was pulled into the cabin. Just as he was inside, a wave surged completely over the rock. Sharing in the unusual rescue were SSgt Peter J. Mackin and SSgt H. V. DeBruyne, rescue specialists, and A1c Benny S. Perez, medic.

--- *HH-43's Long Hover Saves Downed Pilots* ---

Flak...a 58-minute hover over hostile territory...almost impenetrable jungle growth...a three-mile ride on the end of a hoist cable...these elements were all included in one of the most hazardous missions flown by the rescuemen from Det 9, 38th ARRSq, Pleiku AB, RVN.

Two HH-43's were involved in the rescue of two seriously injured pilots downed in "extremely hostile" territory 28 miles from Pleiku. Aboard the first HUSKIE were Capt Keith H. Ricks, pilot; Maj Richard A. Smith, copilot; MSgt Frederick F. Wharton and A1c John A. Smith, crewmen. Manning the second helicopter were Capt Donald D. Metzinger, pilot; Capt Jack V. Butler, copilot; A1c Jose G. Abara and A2c Wayne A. Baguio, crewmen. Captain Metzinger took off first but, as flak was encountered and then intensified, he was forced to deviate from a straight course. Captain Rick's crew, which left five minutes later, was able to fly directly to the rescue site and arrived first over the 200-foot jungle canopy.

Airman Smith was lowered to the jungle floor to prepare the survivors and the rescue operation began. The jungle was so thick it was necessary to hoist very slowly

Nineteen Vietnamese soldiers injured by grenade booby traps, were evacuated from a flooded rice paddy by two HH-43 crews from Det 10, 38th ARRSq, Binh Thuy. The landing zone was bordered on three sides by high tree lines under enemy control and the area still contained hidden booby traps so landings had to be made in the exact spot designated. Two dead soldiers and all of the soldiers' equipment were also removed by the HUSKIE crews. It was learned later that the quick action of the rescuemen in evacuating the Vietnamese and treating their injuries was the sole factor in saving the lives of five wounded men. Aboard the first HH-43 were Capt Donald E. Van Meter, RCC; 2ndLt Granville B. Goza III, copilot; and A2c Gary G. Harold, rescue and survival specialist. Manning the second HUSKIE were Capt Armand J. Fiola, RCC; Capt Robert D. Vespico, copilot; and TSgt Clyde R. Ross, rescue and survival technician. In another Det 10 mission, Captain Fiola and his crew rescued five members of the U.S. Special Forces from an Army helicopter that made a forced landing in hostile territory. Considerable equipment and arms were also saved. With Captain Fiola were Capt William P. Shea, copilot; Sergeant Ross; and A1c Bernard L. Touchette, flight engineer.

Braving winds gusting to more than 35 knots, an HH-43 crew from Det 1, 38th ARRSq, Phan Rang, RVN, flew to a Korean Navy ship 50 miles off shore to evacuate a seaman suffering from acute appendicitis. With just enough fuel for one attempt at a pickup, Capt Lamonte M. Kahler, RCC, maintained a 50-foot hover over the vessel which was underway and rising and falling about 15 feet. The swaying main mast and several antennas constantly threatened the HUSKIE as the patient was hoisted aboard. Due to the low fuel state, the helicopter landed at Phan Thiet and the seaman was transferred to a Phan Rang C-47. Sharing in the mercy mission were Capt Leonard D. Fialco, copilot; SSgt Ronald T. Cantwell, crewman; and A1c Joseph N. Luther, para-rescueman.

to ensure that the survivors were not dragged through the trees. Time and again the hoisting had to be stopped and the forest penetrator seat lowered to untangle it from the interlacing branches. Each time Airman Smith had to hack his way through the dense growth while searching for the device — there were no holes in the jungle canopy which would let it be lowered directly to him. After the second survivor was recovered, the penetrator was lowered to recover the Airman. Although the seat was less than 15 feet away, it took him ALMOST 20 MINUTES to reach it. As he was being lifted, the cable snarled when he was 10 feet below the cabin door. By this time the HUSKIE had been in a hover for 58 minutes and constantly exposed to possible ground fire. Captain Metzinger's crew had also been flying cover during this period and exposing themselves to ground fire in an effort to be close enough to effect a rescue if the hovering HUSKIE was hit. With the Airman still suspended in air, Captain Ricks hover taxied three miles to a small clearing where the helicopter landed and Airman Smith was taken aboard. Soon afterward the survivors were delivered to the hospital where it was ascertained that both would survive.

USS ENGLAND - As aircraft flew protective cover overhead, an injured pilot who had ejected from a battle-damaged A-4 was rescued from the midst of more than 100 sampans in the South China Sea by a UH-2 crew from the USS England. Although no hostile activity was encountered while the exhausted survivor was being hoisted aboard the SEASPRITE, a bullet hole was found later in the starboard side of the tail pylon. Members of the rescue crew, all from HC-1's Det 3, were Lt Benjamin G. Garvin, pilot; Ens John F. McMinn, copilot; Lewis B. Robertson, AMS2, and Jay L. Driscoll, AMH3, crewmen. In a similar mission a few days later, the same UH-2 crew rescued a pilot whose raft was in the midst of several sampans. RESCAP aircraft commenced making passes at the sampans without firing and the sampans did not venture any closer to the downed pilot; however, after the rescuee was aboard, Lieutenant Garvin took a route that kept him from flying within firing range of the fishing boats.

USS REEVES - An F-8 pilot who ejected after a flame-out was rescued from the South China Sea by a UH-2 crew from HC-1's Det 15 deployed aboard the USS Reeves. To assist the injured survivor, Frederick D. Millispaugh, AN, leaped from the helicopter and then swam underwater to make sure the rescuee's legs were not entangled in his shroud lines. Millispaugh then hooked the cable to the downed pilot's torso harness and he was hoisted to safety. LCdr Wade J. Pharis was pilot of the SEASPRITE; Lt(jg) S. H. Arundale, copilot; John E. White, ADR3, the other crewman.

USS INTREPID - A UH-2 crew from HC-2's Det 11 deployed aboard the USS Intrepid rescued the crew of a helicopter down in the South China Sea. Lt Billy G. Blackwelder was pilot of the SEASPRITE; Lt Harry B. Clark, copilot; Gloyd D. Yandell, AMSC, and Patrick P. Dennis, AN, crewmen.

USS KITTY HAWK - A pilot whose aircraft plunged into the South China Sea just ahead of the USS Kitty Hawk was rescued a few minutes later by a UH-2 plane guard crew from HC-1's Det Charlie deployed aboard the carrier. A SEASPRITE crewman leaped into the water to untangle the shroud lines from the survivor's legs. LCdr A. O. Hanson was UH-2 pilot; Ens R. C. Kearley, copilot; F. P. Wessell, AE3, and J. D. Pendleton, ATN2, crewmen. A Det Charlie UH-2 also rescued a sailor who fell overboard a few days later. Lt(jg) W. L. Berry was pilot; Lt(jg) D. H. Christian, copilot; R. N. Brown, AMS2, and Petty Officer Pendleton, crewmen.

USS BON HOMME RICHARD - A UH-2 crew flying plane guard rescued a downed pilot from the South China Sea less than a minute after he entered the water. The SEASPRITE pilot, LCdr E. M. Stewart, followed the chute down and A. O. Petersen, AN, immediately leaped to the aid of the rescuee and hooked him to the rescue cable. Both men were quickly hoisted to safety by James H. Martin, ADJ2. Copilot on the mission was Lt(jg) N. S. Sugermeyer. All rescue crewmembers were from HC-1's Det Lima aboard the Bon Homme Richard.

USS HANCOCK - The pilot of a plane which struck the water in the wake of the USS Hancock was rescued by a UH-2 crew from Det Bravo deployed aboard the carrier. A SEASPRITE crewman leaped into the water to the survivor's aid and attempted to cut the survivor free of his entangling chute but was hampered by the rough water and difficulty with the pneumatic webbing cutter. Using the loud hailer, Lt Roger T. Rodeberg, the UH-2 pilot, told the men struggling in the water that they would be lifted, chute and all. This was accomplished without incident. Afterward, Lieutenant Rodeberg praised both crewmen, L. P. Young, AN, and J. M. Payne, AA, for their "skill and professionalism." Copilot on the mission was Lt(jg) R. S. Ruble, Jr.

UH-2 Crews Honored For SEA Rescues

The Distinguished Flying Cross was presented to Lt(jg) Timothy S. Melecosky, a UH-2 pilot from HC-1, at an awards ceremony held recently at NAAS Ream Field, Calif. The presentations were made by Commodore Harry B. Stott, chief of staff of the commander, Fleet Air, San Diego, FAW 14. Nineteen other awards were distributed to members of the squadron.

Lieutenant Melecosky earned the DFC for a hazardous night mission while deployed aboard the USS Coral Sea. The Lieutenant and his crew hovered in a UH-2 at an altitude of 15 feet for 25 minutes over turbulent seas to rescue an injured sailor who had been knocked overboard from a destroyer. Visibility was poor, winds were gusting to 30 knots and waves were from 8 to 10 feet high. After the rescue, the SEASPRITE crew flew to the rolling, pitching destroyer and, despite the obvious danger, hovered over the deck to pick up two more injured men. Lt(jg) Carl E. Matyas received the Air Medal as copilot of the aircraft piloted by Lieutenant Melecosky.

Others receiving the Air Medal were LCdr Norman L. Haney and Lt(jg) Robert H. Clark. AMS2 Paul J. Mitchell received the Air Medal and two gold stars in lieu of his

second and third Air Medal. Ens Christopher J. Conney received the Air Medal with a gold star in lieu of his fifth, a silver star in lieu of his sixth, and a gold star in lieu of his seventh Air Medal. Lieutenant Robert L. Cooper and Lt(jg) William J. Ruhe each received the Air Medal and a gold star in lieu of their second Air Medals. AN Everett G. Pemberton received the Air Medal and the Navy Commendation Medal. Others receiving the Navy Commendation Medal were Lt John T. Keith; AN William D. Sullivan, and AE3 Robert P. Gibney.

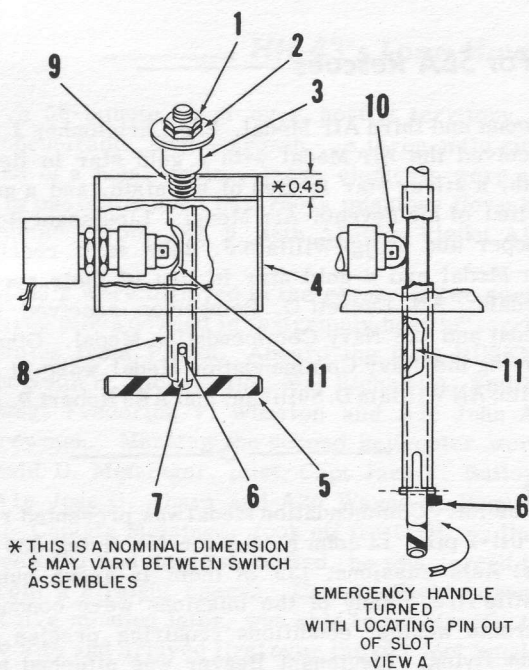
The Navy Commendation Medal was presented recently to UH-2 pilot Lt John K. Beaver for flying 336 Southeast Asia missions, 139 of them in areas subject to hostile fire. Many of the missions were conducted in extreme weather conditions requiring precise instrument flying. Lieutenant Beaver was attached to HC-1 and operating from the USS Enterprise at the time. He is now serving with HC-2's Det 60 aboard the USS Saratoga. The medal was presented by Capt J. M. Tully, Jr., commanding officer of the Saratoga.

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 HH-43B/F) HOW FAR DOES THE FLOTATION BAG EMERGENCY HANDLE HAVE TO TRAVEL TO ACTUATE THE SYSTEM?

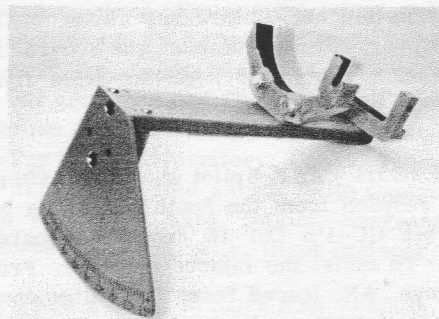
A. The emergency handle, when pulled, should travel approximately 0.45-inch from the full off position to the full on position. Before checking the travel, make sure all electrical power to the microswitch has been deactivated. The illustration below shows the two nuts (1 and 2) which are used to set the travel. To change the travel, loosen locknut (1) and turn the adjusting nut (2) until the dimension between the stop (3) and the body of the stop assembly (4) is approximately 0.45-inch. The travel may vary from switch to switch but in no case should the guide pin (6) be allowed to completely clear the guide slot (7). View A illustrates what could happen if the pin (6) were to be withdrawn from the slot. With the pin withdrawn, a slight twist of the handle to the left or right could cause the handle to hang up in the on position. When pin (6, View A) rests on the guide tube, spring (9) is unable to return the handle to its off position. The slot (11) in the handle must line up with the microswitch roller (10) in order to deactivate the switch. Any other position arms the switch and when electrical power is applied, the bags will inflate.



C. D. Morse, Service Engineer

Q. (Applies UH-2) WHY IS PRECISE RIGGING OF TAIL ROTOR BLADES IMPORTANT?

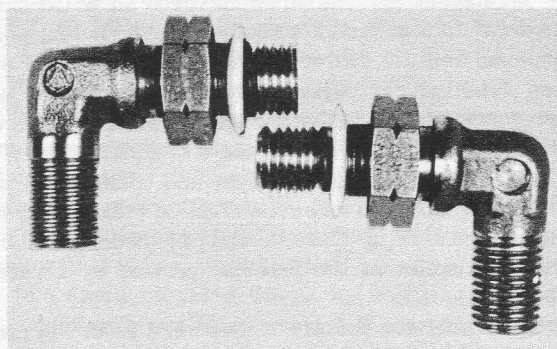
A. Precise rigging of the tail rotor system is important to ensure complete control of the helicopter in all phases of flight. Failure to set the blades properly will result in too much control in one direction and not enough control in the opposite direction. Be sure to install a rigging pin in the tail rotor pylon upper directional crank before adjusting the blades to neutral. Also ensure that full directional pedal travel is available after all hardware has been secured. Refer to the illustration for the latest rigging protractor and to Interim Airframe Bulletin 130 for blade rigging procedures.



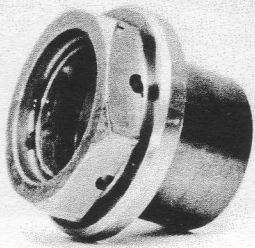
W. J. Wagemaker, Service Engineer

Q. (Applies UH-2) A SPECIAL 90° ELBOW, P/N 37B200243P101, ON THE FUEL CONTROL CONNECTS THE AUXILIARY FUEL BYPASS LINE TO THE BATTERY START SHUT-OFF VALVE. MAY A SIMILAR SIZE STANDARD "AN" ELBOW BE USED?

A. No. Substitute elbows installed at the auxiliary metering inlet port on the fuel control will probably bind the emergency throttle control valve. Careful selection of the proper part is required because some standard elbows closely resemble the special elbow required. The illustration shows two elbows — the one on the left is the correct part; the one on the right is a standard elbow. Both elbows have a machined recess between two threaded portions to receive a washer and an O-ring. Close inspection of the two elbows will show that the one on the right has two more threads on the outer portion. If the longer threaded end is installed, it may restrict movement of the emergency throttle control. The correct installation procedure is to select the designated elbow by Part Number (37B200243P101), thread it into the opening up to the last outer thread and, while holding the elbow in position, tighten the nut.



H. Zubkoff, Service Engineer



Q. (Applies UH-2) WHAT IS THE RECOMMENDED PROCEDURE FOR REMOVAL OF THE NUT AND BUSHING ASSEMBLY, P/N K610042-1, IN THE MAIN ROTOR BLADES?

A. The nut and bushing assembly, which is incorporated by Airframe Change 98, may be removed in the following manner: (1) Position the rotor blade to be removed on the left side of the helicopter and lock the rotor brake. (2) Attach a blade sling to a hoist such as K604013-1. (3) Support the weight of the blade with the sling and elevate the blade to remove the load on the folding pin. The load is removed when the droop stop can be disengaged by hand. (4) Unlock and pull the folding handle until the wedge-load on the locking arms is eliminated. Do not completely withdraw the wedge and guide assembly from the blade locking arms. (5) Remove the cotter pin from the nut and bushing assembly and break the torque on the nut. (6) Unscrew the nut and gently rock the blade to help ease the bushing assembly out of the blade locking arm.

W. J. Wagemaker, Service Engineer

Q. (Applies HH-43B/F) WHEN GROUND TRACKING THE ROTOR BLADES, HOW MUCH OF AN OUT-OF-TRACK CONDITION SHOULD BE LEFT FOR THE BLADE TRACKING ACTUATORS TO CORRECT?

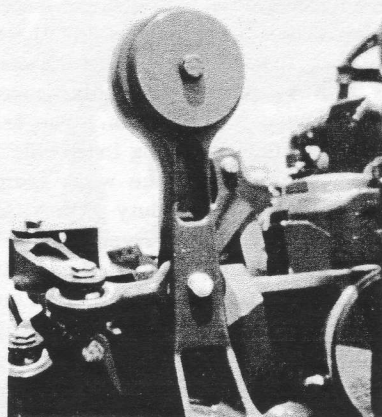
A. The maximum allowable out-of-track condition to be corrected by the tracking actuators during ground tracking is 1/2-inch. The following list will give an indication of blade tip movement when using the tracking turnbuckle or the flap control rod clevis to adjust for an in-track condition. Notice that a 13-hole adjustment on the turnbuckle is required in order to equal a 1/2-turn adjustment on the clevis. The turnbuckle is used for fine adjustments while the clevis is used for coarse or large adjustments. Check the inspection holes in the clevis and turnbuckle to make sure enough threads remain to establish minimum engagement. Minimum thread engagement exists when the stud covers the inspection hole.

- 1 hole adjustment of turnbuckle = $\frac{1}{8}$ inch blade tip movement
- 13 holes adjustment of turnbuckle = $\frac{1}{8}$ inches blade tip movement
- 13 holes adjustment of turnbuckle = $\frac{1}{2}$ turn of flap control rod clevis
- $\frac{1}{2}$ turn of flap control rod clevis = $\frac{1}{8}$ inches blade tip movement

W. J. Wagemaker, Service Engineer

Q. (Applies UH-2A/B) WHAT PHYSICAL CHANGE IS REQUIRED TO ALTER A K618080-309 MAIN ROTOR BLADE RETENTION ASSEMBLY TO A K618080-603 CONFIGURATION?

A. The only change to a -309 retention is the addition of the counterweighted L-crank shown below with its attaching hardware. The new L-cranks, which reduce collective thrust bearing loads, are installed in conjunction with an improved azimuth assembly, P/N K660008-109, and a modified collective stick bungee assembly, P/N K652251-1. The lighter spring preload in the new bungee assembly is necessary to react to the lighter loads generated by the counterweighted L-cranks. See Airframe Change 73 and Airframe Change 73, Amendment 2, for modification instructions. Retentions with the counterweighted L-cranks (-603) must be used in ship sets (4) and only after the incorporation of all parts of AFC 73.



W. J. Wagemaker, Service Engineer

Q. (Applies UH-2) WHAT IS THE FUNCTION OF THE RUBBER COMPRESSION BLOCKS, P/N K618297-13, ON THE BLADE RETENTION ASSEMBLY? WHAT STEPS CAN BE TAKEN TO PREVENT THEIR LOSS AND WHY IS THIS IMPORTANT?

A. During gusty winds, unsecured rotor blades may pitch with sufficient force to hammer the pitch lever against the stops on the pitch collar assembly. This impact is absorbed and cushioned by the 16 rubber compression blocks spaced evenly between the outer and inner rings of the assembly. During the impact between the pitch lever and stop limits, the blocks are compressed and—because an accumulation of excess retention grease is often present—one or more blocks may become dislodged. Up to five blocks may be lost without causing harm provided not more than two adjacent blocks are missing. Replace the retention if three adjacent blocks are missing or if more than a total of five blocks have been lost. The best method to prevent rubber compression block loss is to use tiedown boots during windy weather and wipe off excess grease from the retention area. The required daily inspection should disclose those blocks which are partially dislodged. They should be pushed back into the housing to prevent complete loss. A change is in process which will completely captivate the blocks and will be incorporated during retention overhaul.

W. J. Wagemaker, Service Engineer



THE HH-43F HUSKIE IN IRAN

The first HH-43F's were delivered to the Imperial Iranian Air Force in December, 1964, for local base rescue work. Iranian pilots and mechanics, aided by ARMISH/MAAG personnel and a field service representative from Kaman Aircraft, began refresher training or making other preparations for their life-saving operation. Pilot instruction had been received earlier at Stead AFB, Nev., while the Iranian mechanics were trained at Sheppard AFB, Texas. The Iranian pilots also received additional training in HH-43F fire-fighting techniques and mountain rescue work from Capt Jerry Stroh, USAF, on temporary duty with ARMISH/MAAG. Soon after the HH-43F's arrived, LtGen Mohammad Khatami, IIAF commander, qualified as a HUSKIE pilot. The General is believed to be the first commander of any foreign air force to check out in this type helicopter. The following year, as part of the IIAF maintenance program, 3rdLt Djalal Djalali, was sent to the United States for six-months training in maintenance procedures and factory production methods.

The duties of the IIAF crews are similar to those of USAF personnel flying or maintaining HUSKIES in many different parts of the world—the primary mission is to provide rescue coverage for aircraft operating from bases at Mehrabad and Shahrokhi. The helicopters are also on call for any number of other duties involving military or community service. To 1stLt M. Valinia and 2ndLt M. Hejazi fell the honor of carrying out the first LBR rescue. While on a training flight the HH-43F

responded to an emergency call after an RT-33 pilot ejected 10 miles from Mehrabad. The HUSKIE followed the chute to the ground and within minutes the downed pilot was back at the base.

In December, 1965, additional HH-43F's were delivered for use by the Imperial Iranian Army Aviation Battalion. Capt Bert Cowden and Capt Bruce Purvine, USAF, on temporary duty with ARMISH/MAAG, instructed the IIAA pilots for a period of three months. In June of 1966 several more HUSKIES were delivered to the battalion. After qualifying, the pilots were assigned to the battalion by the Iranian Headquarters Supreme Command at Tehran; they began flying the HH-43F's on a variety of missions including assault troop maneuvers and transporting the Royal Family. Among those who qualified as an HH-43F pilot was LtCol Abass Bahrami, battalion commander. The Iranian aviation mechanics, who had earlier received instructions at Sheppard AFB, were given further on-the-job training from Kaman service representatives in Iran. Recently a maintenance school was also conducted by the representatives (see photos). Its operation was described in the May-June, 1967, issue of Rotor Tips.

At the present time the HH-43F's are assisting the communication section of the Army ground forces in setting up mountain-top radio relay stations located at approximately 11,000 feet. The only practical way that construction material can be delivered to the sites is by



IIAF ACCEPTS HUSKIES—LtGen S. Ezazi, Deputy commander of the Imperial Iranian Air Force, speaks at HH-43F acceptance ceremony. Presentation of the helicopters under the U. S. Military Assistance Program was made by MajGen G. S. Eckhardt, commanding general of ARMISH-MAAG, on behalf of the U. S. Ambassador. In right photo, after qualifying as a HUSKIE pilot, LtGen Mohammad Khatami, IIAF commander, is presented with a commemorative model of the HH-43F by Clinton G. Hargrove, KAC service representative.

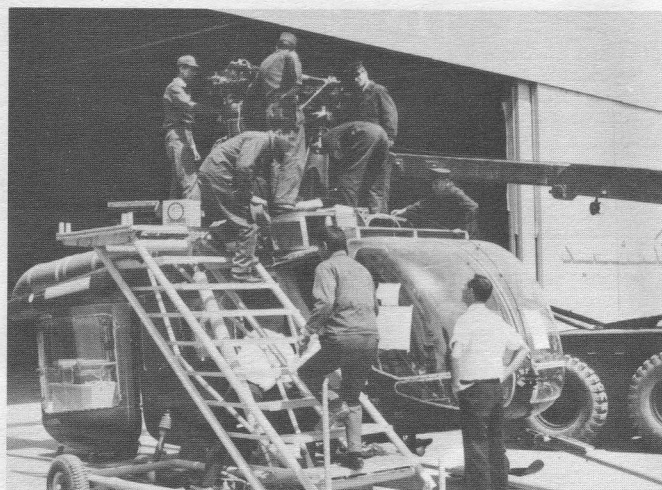


IMPRESSIVE SHOW—Pilots from the Imperial Iranian Army Aviation Battalion demonstrate their ability at formation flying and then circle centuries-old watch tower in an eye-catching contrast between the old and the new.

helicopter air lift; other Iranian HUSKIE crews are working in conjunction with the Gendarmerie in locating and apprehending members of outlaw tribal groups. The HH-43F crews have also been flying doctors and medicine to isolated villages when land vehicle approach is impossible. Among the first such mercy missions was one flown by two IIAA HUSKIES and a team of Iranians and Americans. They made the flight to supply Gerdu, located at 11,000 feet, with medical assistance after the town had been swept by whooping cough and dysentery. Members of the mercy team were Capt Hossein Iranmanesh, Rotary Wing Company commander at Isfahan, and 1stLt Ali Noordad, both helicopter pilots; Captains Cowden and Purvine; 1stLt Homayoun Bayat, commanding officer of the Shahrkord Gendarmerie Post; Joseph P. Lorenz, American consul in Isfahan; Dr. Hossein Akhavan of the Isfahan Department of Health and his two assistants, Hassan Atabi and Reza Mortazavi.

The most recent — and spectacular — example of the Iranian's utilization of their HH-43F's was shown during a record-setting mission when 18 men were rescued at one time from a mountain top.

IIAA MAINTENANCE SCHOOL—In bottom photo, Iranian mechanics install transmission and rotor shaft assemblies under guidance of Horace Field, one of three Kaman Aircraft instructors who conducted the course on HH-43F maintenance. In right photos, top to bottom, Lead instructor William Barr, third from left, watches as students prepare transmission for removal. During classroom work the third instructor, Edward Noe, explains use of azimuth bar run out tool. At the end of the 15-week course, diplomas are awarded by Col Abbas Bahremi, battalion commander, during graduation ceremony. Capt Manocherr Kaykhanzadeh, training officer, is at left.



1000-Hour Pilot Awards



In top left photo, **Capt Gerald B. Van Grunsven** is congratulated by Secretary of the Interior **Stewart Udall** after logging his 1000th hour in the HH-43B. Secretary Udall was occupying the copilot's seat and touring the Gila Indian Reservation when the 1000-hour mark was reached. Captain Van Grunsven is attached to Det 15, WARRC (MAC), Luke AFB, Ariz... In center photo, HH-43 pilot **Maj Keaver Holley, III**, right, Det 2, WARRC (MAC), Cannon AFB, N.M., is presented with the Kaman Aircraft 1000-hour plaque by Col Robert Tyler, 832nd Air Division Commander... **Capt Walter F. Turk**, right, of Det 9, PARRC (MAC), Osan AB, Korea, is congratulated after logging his 1000th hour in the HUSKIE by Col Bestow R. Rudolph, 6314th Support Wing commander and former director of plans, Hq., ARRS... In last photograph, congratulatory handshake and KAC 1000-hour plaque are extended to HH-43 pilot **Capt B. L. Meadows**, right, by Maj Robert T. Rosvold of Det 153, TUSLOG, Cigli AB, Turkey... Navy UH-2 pilots who qualified recently for the plaque awarded to those logging 1000 hours in helicopters produced by Kaman Aircraft are: **Lt Louis E. Thomassy, Jr.**, HC-2, NAS Lakehurst, N. J.; **Lt Robert E. Sloan** and **Lt(jg) Gary L. French**, HC-1, NAAS Ream Field, Calif. Photographs of other HUSKIE pilots who qualified recently may be found on Page 19. (USAF photos)

CURRENT CHANGES

This list reflects the latest changes to the handbooks. Consult applicable "A" page for changes issued prior to those listed below.

	Issue Date		
H-2 Airframe Change 127 - Fuselage; IMPROVED ACCESS TO FUEL FILTER	30 June 1967	NAVAIR 01-260HCA-4-6 - Illustrated Parts Breakdown, Navy Model	
H-2 Airframe Change 133 - Flight Controls; TAIL ROTOR GEARBOX IMPROVEMENT	30 June 1967	UH-2A/UH-2B Helicopters, AIRFRAME	15 October 1962
NAVAIR 01-260HCA-2-2 - Handbook, Maintenance Instructions, Navy Model			changed 15 April 1967
UH-2A/UH-2B Helicopters, AIRFRAME GROUP	1 March 1967	NAVAIR 01-260HCA-4-8 - Illustrated Parts Breakdown, Navy Model	
NAVAIR 01-260HCA-2-3 - Handbook, Maintenance Instructions, Navy Model		UH-2A/UH-2B Helicopters, NUMERICAL INDEX AND REF- ERENCE DESIGNATION INDEX	15 January 1967
UH-2A/UH-2B Helicopters, POWER PLANT AND RELATED SYSTEMS	1 August 1965		changed 15 May 1967
	changed 1 June 1967	NAVAIR 01-260HCB-4-3 - Illustrated Parts Breakdown, Navy Model	
NAVAIR 01-260HCA-2-4 - Handbook, Maintenance Instructions, Navy Model		UH-2C Helicopters, FLIGHT CONTROLS	1 June 1967
UH-2A/UH-2B Helicopters, TRANS- MISSION SYSTEM	15 February 1967	NAVAIR 01-260HCB-4-6 - Illustrated Parts Breakdown, Navy Model UH-2C Helicopters, TRANSMISSION SYSTEM	1 June 1967
	changed 15 April 1967	NAVAIR 01-260HCB-4-7 - Illustrated Parts Breakdown, Navy Model	
NAVAIR 01-260HCA-2-8 - Handbook, Maintenance Instructions, Navy Model		UH-2C Helicopters, ROTORS	1 June 1967
UH-2A/UH-2B Helicopters, INSTRU- MENTS	15 February 1967	NAVAIR 01-260HCB-4-9 - Illustrated Parts Breakdown, Navy Model UH-2C Helicopters, SPECIAL SUPPORT EQUIPMENT	1 June 1967
NAVAIR 01-260HCA-2-9 - Handbook, Maintenance Instructions, Navy Model		NAVAIR 17-15B-39 - Technical Manual, Operation and Service Instructions with Illustrated Parts Breakdown, Navy Model	
UH-2A/UH-2B Helicopters, ELEC- TRICAL SYSTEM	15 January 1964	UH-2A/UH-2B Helicopters, CAUTION LIGHT PANEL BENCH TEST SET, P/N K604627-1, -3	1 May 1964
	changed 15 April 1967		changed 1 July 1967
NAVAIR 01-260HCA-3 - Handbook, STRUCTURAL REPAIR, Navy Model		NAVAIR 17-15KL-10 - Technical Manual, Operation, Service and Overhaul In- structions with Illustrated Parts Break- down, Navy Model UH-2A/UH-2B Heli- copters, ROTOR BLADES WHIRL RIG ADAPTER	1 June 1967
UH-2A/UH-2B Helicopters	15 October 1962	T.O. 36A11-8-6-1 - Technical Manual, Operation and Service Instructions, TRAILER MOUNTED AIRBORNE FIRE EXTINGUISHER, P/N 58C49, A58C49	12 November 1964
NAVAIR 01-260HCA-4-1 - Illustrated Parts Breakdown, Navy Model			changed 3 May 1967
UH-2A/UH-2B Helicopters, ROTORS AND CONTROLS	15 January 1967		
	changed 15 April 1967		
NAVAIR 01-260HCA-4-2 - Illustrated Parts Breakdown, Navy Model			
UH-2A/UH-2B Helicopters, DRIVE SYSTEMS	15 January 1967		
	changed 1 June 1967		

F. G. Weber, Supervisor, Service Publications

DET 6 MERCY FLIGHTS AID RYUKYUANS



To the inhabitants of remote Ryukyuan villages the sight of an HH-43 overhead is a reassuring one — they know that in the event of serious illness or other emergency a means is now available which can speedily lift them from their isolation or bring in medical assistance. Behind this feeling of security is a growing list of mercy missions flown by helicopter rescue teams from Det 6, PARRC(MAC), based at Kadena AB, Okinawa — among the most recent are:

A severely burned youth was evacuated from Iheya Jima by a HUSKIE crew headed by Capt Joseph T. Herr. After the helicopter landed on the beach, blood plasma was administered by Captain MacFarlane (MC), the flight surgeon, and the patient was taken to Naha AB. With Captain Herr were Capt Jack C. Moore, copilot; TSgt Alvin C. Reed, crewchief; and SSgt Francis D. Brown, medical technician. The 33rdARRSq provided an escort HU-16 for the mission. A premature baby was evacuated from the island of Kume Jima, 55 nautical miles from Kadena, by Capt Dale L. Potter, RCC; Capt Warren K. Davis, RCCP; Capt Joseph Johnson (MC), flight surgeon; Sergeant Reed, HM; and Sergeant Brown, MT.

A 53-year-old Ryukyuan suffering from a weak heart and convulsions was evacuated from Kume Jima by an HH-43 crew consisting of Captain Davis, RCC; Capt Donald T. Almanzar, copilot; Maj Robert Bonner (MC), flight surgeon; A1c Robert J. Jordan, crewchief; and A1c Harold A. McKinney, medical technician.

A small boy with symptoms of meningitis was evacuated from Iheya Jima, about 40 miles from Kadena, to Okinawa. To make the pickup Capt Moore landed the HUSKIE in a school yard and Captain Johnson, flight surgeon, began treating the youngster. Other members of the helo crew were Captain Herr, copilot; TSgt Charles D. Severns, HM; and Sergeant Brown. In a similar mission, an 11-year-old Ryukyuan boy with a ruptured appendix was evacuated from Izena Shima. The flight was complicated by fog, low ceilings and poor visibility. Captain Moore was directed to the landing spot by a bonfire lit by the villagers. Other members of the rescue crew were Maj Warren K. Davis, copilot; Capt Edward H. Parker (MC), flight surgeon; and Sergeant Severns, crewchief.



TYPICAL MISSIONS—HH-43B crew which evacuated a severely burned youth from Iheya Jima discuss flight afterward. Left to right are TSgt Alvin C. Reed, crewchief; Capt Joseph T. Herr, pilot; Captain MacFarlane, flight surgeon; Capt Jack C. Moore, copilot; and SSgt Francis D. Brown, medical technician. In other photo, a Ryukyuan, injured when a World War II hand grenade exploded, is removed from the Det 6 HUSKIE which evacuated him from Ie Shima. At right is TSgt Charles D. Severns, crew chief on the flight. (USAF photos)

Also evacuated was a Ryukyuan who was injured when a Japanese hand grenade of World War II vintage exploded as he was burning a field on Ie Shima about 30 miles north of Kadena. To make the pickup, Captain Potter landed the HUSKIE in a school yard. Other members of the crew were Maj Charles N. McAllister, copilot; Sergeant Severns, crewchief; and SSgt Harold A. McKinney, medic.

In another type mission, Det 6 evacuated a critically ill seaman during a hazardous off-shore mission at night. A HUSKIE crew scrambled after a ship radioed that a seaman aboard was suffering from convulsions and in critical condition. The ship's position was given erroneously but Captain Herr and his crew located the vessel after spotting a flare several miles away from the area where they were searching. A landing could not be made due to the numerous masts, guy wires and antenna, so Captain Herr used the P.A. system on the HH-43 to inform the ship's crew that a hoist pickup would be made from the stern. Due to the darkness, crosswinds, closeness of the masts, and the ship's drift, considerable difficulty was experienced in lowering the basket while hovering 60 feet above the deck. A second approach was made to hoist the seaman to the HUSKIE but had to be aborted. On the next approach, Captain Herr again held the chopper in the precarious hover — the rotor tips were missing the guy wires and swaying masts by a scant five feet — and the patient was hoisted through the maze of obstacles by A1c Robert Jordan, the flight engineer.

The seaman was near death when hoisted aboard but Sergeant McKinney, the medic, cleared the patient's air passages and then administered oxygen with Airman Jordan's assistance. Their "cool heads and the ability to translate training into action" was credited with saving the patient's life. Sharing in the hazardous mission was Major Davis, the copilot.

In still another type mission, an HH-43 crew from Det 6 rescued a pilot who ejected 13 miles off-shore after his F-102 flamed out. Directed to the scene by an orbiting HU-16B from the 33rdARRSq at Naha AB, Major McAllister and his crew plucked the downed airman from the water. Captain Herr was copilot on the mission; crewmen were Sergeant Severns, crewchief, and TSgt Leonard Fullerton, aero medic.

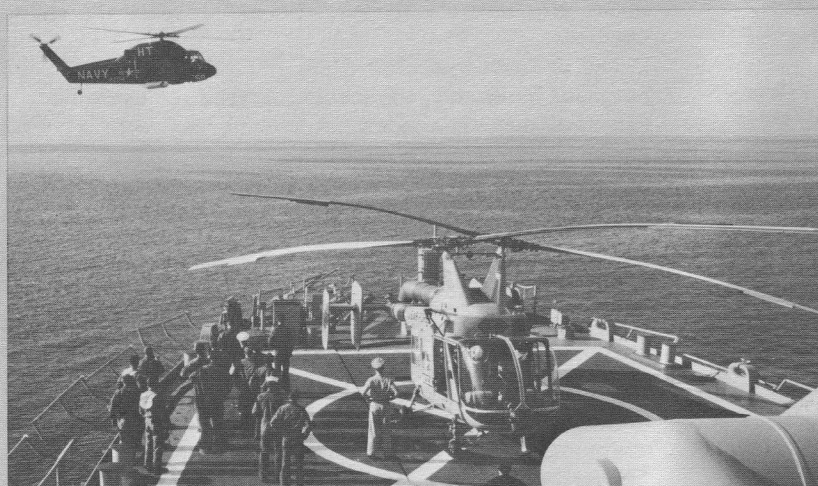
Huskie Happenings

...An HH-43B crew from Det 18, CARRC(MAC), Little Rock AFB, Ark., has been credited with saving two T-33 crewmembers from severe burns and their aircraft from major fire damage. Capt James E. Sovell and his crew scrambled when the T-33 flamed out at 20,000 feet and the pilot advised that he would attempt a landing. After touch-down, the T-33's nose gear collapsed, the aircraft veered to the left and the left main gear failed. With the HUSKIE pilot following closely overhead, the T-33, one wing afire, slid off the runway for approximately 100 yards and came to rest in a ditch with flames engulfing the left side. As the pilots jettisoned the canopy, Captain Sovell utilized the helicopter rotor downwash to drive the heat and flames away from them and they escaped with no burn injuries. The HH-43 pilot then released the Fire Suppression Kit and deployed his firefighting crew, SSgt Clarence E. Prosser and SSgt John W. Roses. The firefighters "worked" the flames away from the fuselage and wing and saved the aircraft.

...In a "life or death" mercy mission, a seriously ill army sergeant was evacuated from Osan AB, Korea, to the hospital at Ascom by an HH-43B crew from Det 9, PARRC(MAC), at Osan. 1stLt Curtis K. Bayer was RCC on the flight, Capt Walter F. Turk was copilot, and TSgt James K. Langston the helicopter mechanic. Members of the medical team were Capt Phil Zimmerman(MC), and A1c Harlan C. Schwertfeger....Capt Ronald I. Pass, HH-43 RCC, and his crew from Det 16, CARRC(MAC), McConnell AFB, Kan., scrambled immediately after notification that two Thunderbird F-100's had collided in mid-air 75 miles from the base. Homing assistance to the site was provided by Thunderbird One who remained over the crash site. One of the downed pilots was located immediately and confirmed that the other pilot had also ejected. Five minutes later, radio contact was made with the second pilot who was injured and unable to walk. With winds gusting to 36 knots, a confined area landing was made and he was evacuated. With Captain Pass on the mission were Capt Robert S. Henderson, CP; A1c Robert E. Crites, HM; and Capt Silvio E. Valez-Estrada, FMO.

...The crew of an HH-43B HUSKIE was credited with saving the life of a miner after hoisting him from a spot near his isolated cabin at the 7000-foot level in the mountainous Four Peaks area of central Arizona. Det 16, WARRC(MAC), William AFB, Ariz., was called on for help after the miner radioed a friend for medical assistance. After making a sling pickup because of the rugged terrain, Capt Clarence C. Campbell, the RCC, flew to the Mesa Lutheran Hospital and landed among the cars in a parking lot. Soon afterward the patient underwent an emergency appendectomy. Sharing in the mission with Captain Campbell were Maj Edward L. Gilliam, copilot; Capt Guy Tam(MC), flight surgeon; and SSgt Charles H. Stone, crew chief.

...An HH-43B crew from Det 17, WARRC(MAC), Davis-Monthan AFB, Ariz., scrambled after notification that an F-100 was experiencing control difficulties. Shortly afterward, however, the pilot of the crippled plane ejected 70 miles from the base, so Capt Gary L. Alden, RCC, returned to base for refueling since the normal summer reduced fuel load was on board. Despite the slight delay, the HUSKIE picked up the F-100 pilot only 45 minutes after ejection and returned him to the base for medical treatment. SSgt Joseph L. Stephens and SSgt Clarence D. Johnson, firefighters, were with Captain Alden on the mission....In another Det 17 mission, Captain Alden and his crew evacuated an airman from a missile site after he suffered an intense electrical shock. The other members of the HUSKIE crew were Capt David B. Hightower, copilot; A2c George D. Forman, flight engineer; and A1c Jack B. Boreman, medical technician.



RESCUERS GET TOGETHER—When elements of the 6th Fleet stopped at Izmir, Turkey, crewmembers from HC-4's Det 45 aboard the USS Columbus flew their UH-2 SEASPRITE to Cigli AB to visit members of TUSLOG Det 153. The crew of the UH-2 then escorted an HH-43 HUSKIE from the detachment to the Columbus where a landing was made by Major Pasco Parker (now serving in SEA). Members of Det 153 were given a ride in the SEASPRITE and HC-4 members rode in the HUSKIE.

30 MILLION FOR 1000—The rotor blades whirled around approximately 30 million times before Capt Thomas E. Fallows, RCC assigned to the 58th ARRSq, Wheelus AB, Libya, logged his 1000th hour in the HH-43 HUSKIE. As other operations personnel look on, LtCol William A. Bright, Jr., squadron commander, presents the special plaque from Kaman Aircraft marking the milestone. Represented in the 1000 accident-free hours are 2,800 landings and an estimated 750 sorties over a five-year period. Three other members of the 58th who qualified recently for the plaques are Capt Gayl D. Bernhardt, Capt Paul D. McComb, and Capt David J. Jogerst. (USAF photo)



1000-Hour Pilot Awards



In left photos, top to bottom: HH-43 pilot Maj Steward S. Jordan of Det 8, EARRC(MAC), Myrtle Beach AFB, S. C., was awarded a 1000-hour plaque while on a recent visit to the Kaman facilities at Bloomfield, Conn. The presentation was made by Robert D. Moses, vice president - Kaman Aircraft Division. Watching are Andy Foster, left, chief test pilot, and Robert J. Myer, customer service manager... Capt Johnny R. Johnson, left, and Capt Edward C. Dillmann, III, center, of Det 3, WARRC(MAC), Kirtland AFB, N. M., have also qualified for plaques. They, and Capt Alex P. Lupenski, have 4,000 hours combined time in the HH-43... Maj Charles N. McAllister, left, of Det 6, PARRC(MAC), Kadena AB, Okinawa, is congratulated by Maj Warren K. Davis after logging his 1000th hour in the HUSKIE... Right photos: A large "1000 that's a bunch" sign proudly proclaims the achievement of Capt Nicholas P. Thornton, III, right, who recently qualified for a plaque. Maj Ralph L. Gaede, commander of Det 14, CARRC(MAC), Vance AFB, Okla., is offering his congratulations... Capt Richard W. Shriber, right of Det 860, Utah State University, is congratulated by Capt David Wege, Det 3, WARRC(MAC), Kirtland AFB, N. M., after flight on which Captain Shriber logged his 1001 hour in the HH-43B. (USAF photos)

KAMAN AIRCRAFT

SCROLL OF HONOR

1964

Tabor, James R., SSgt, USAF
Taylor, Joe, A1c, USAF
Tennery, Michael C., 1stLt, USAF
Terrell, B. L., PFC, USMC
Trail, Charles R., Lt(jg), USN
Turner, David E., Lt, USN
Valentine, C. R., ATN3, USN
Van Asdian, William, A3c, USAF
Van Grunsven, G. B., 1stLt, USAF
Thompson, Louis B., LtCol, USAF
Thorpe, Edward L., A2c, USAF
Tkacz, Walter, AMS1, USN
Todd, Louis E., ADR3, USN
Vigare, Lenote C., MSgt, USAF
Volk, J. M., Lt, USN
Vultaggio, Joseph A., A1c, USAF
Walther, Charles T., TSgt, USAF

Warden, Beryl E., Capt, USAF
Walker, Bobby E., Capt, USAF
Walker, Maxie, L., SSgt, USAF
Weiser, G. L., AD3, USN
Wells, John L., Capt, USAF
Welsh, Donald M., 1stLt, USAF
White, C. R., LCpl, USMC
White, Vernon, Civilian
Williams, Fred C., Jr., SSgt, USAF
Worden, Neal E., A2c, USAF
Workman, Billy E., SSgt, USAF
Wright, Donald F., AMH1, USN
Wright, Lester S., A1c, USAF
Young, Jon H., A1c, USAF
Young, Larry N., 1stLt, USAF
Zapata, Fabio V. Sbette, FAC
Zeller, George, A2c, USAF
Zimba, W. E., AM3, USN

1965

Aldridge, Karl, SSgt, USAF
Allen, Troy L., Capt, USAF
Anderson, Eric A., A2c, USAF
Arvo, Waino E., Capt, USAF
Asato, Stanley Y., A3c, USAF
Avina-Ceja, Jose, A3c, USAF
Bachman, Ronald L., Capt, USAF
Ballinger, Joe E., Capt, USAF
Barker, R., ADJ2, USN
Bassinger, Larry, Capt, USAF
Belto, Meryl A., Lt, USN
Benson, Enoch, SSgt, USAF
Berdeaux, Donald R., Capt, USAF
Bergold, Fredrik M., Capt, USAF
Berryhill, James V., Capt, USAF
Birtel, Harry W., A1c, USAF
Blakely, J. F., Lt(jg), USN
Blanchard, Charles H. ADJAN, USN
Blaquiere, Joseph W., TSgt, USAF
Boothby, Cecil A., A1c, USAF
Bowman, Charles V., ADJ1, USN
Bradley, Thomas F., A1c, USAF
Brenaman, Marvin F., A2c, USAF
Bridge, Jason K., Lt, USAF
Brooks, William E., A2c, USAF
Brown, Tommy L., 1stLt, USAF

Brumfield, Tom W., Capt, USAF
Bryant, Edgar H., SSgt, USAF
Burford, Benjamin W., Lt(jg), USN
Busch, Robert H., Capt, USAF
Carlson, Phillip D., A1c, USAF
Casey, Jerome M., SSgt, USAF
Chase, Dennis M., Capt, USAF
Clyde, Ronald A., Capt, USAF
Cochenour, David A., 1stLt, USAF
Cochran, Howard J., Maj, USAF
Conley, Edward, Capt, USAF
Connon, Richard A., TSgt, USAF
Crabbe, James M., Capt, USAF
Darden, James A., Capt, USAF
Daughtry, James F., AE2, USN
Davis, Robert W., Capt, USAF
Davis, Warren K., Capt, USAF
Daye, Percy H., AMH3, USN
Demming, William J., 2ndLt, USAF
Din, Ala, Senior/Tech, PAF
Dominutti, Aldo, LtCol, IAF
Donegan, Michael R., A2c, USAF
Duffy, Bruce B., Capt, USAF
Dunbar, William R., A1c, USAF
Dunn, Raymond, Capt, USAF
Dykes, Frederick T., 1stLt, USAF

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 WHILE FLYING IN KAMAN HELICOPTERS.