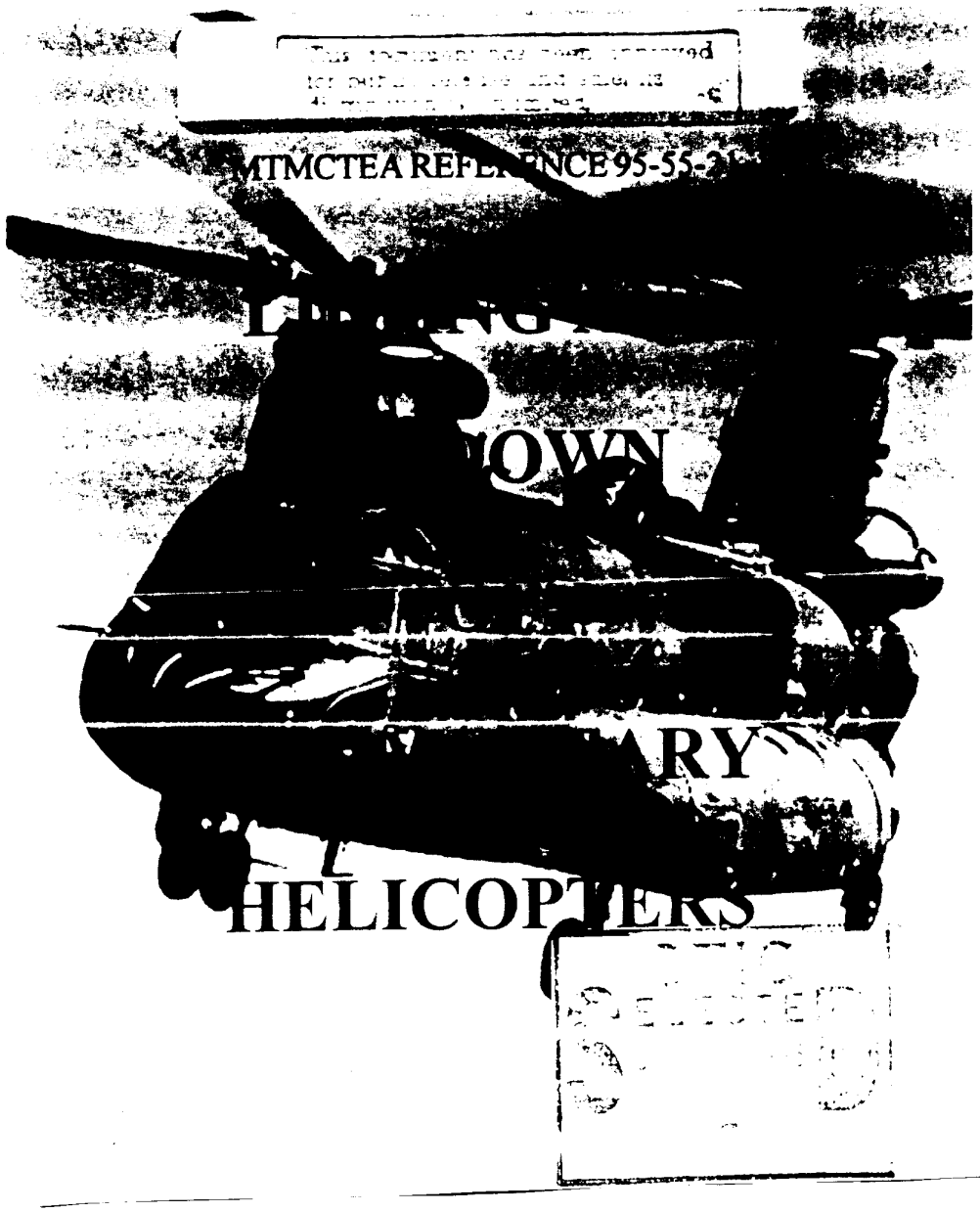
MTMCTEA REFE NCE 95-55-2
HELICOPTERS

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REF NO. 95-55-21

TRANSPORTATION AND TRAVEL

LIFTING AND TIEDOWN

OF

US MILITARY HELICOPTERS

January 1995

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NEWPORT NEWS, VA 23606-2574

NOTE

This pamphlet is unofficial and provides only a hip pocket reference and familiarization in the transportability of U.S. military helicopters. Although it has been staffed extensively throughout the aviation community, some modifications and helicopter design variations may not appear in this reference. Official procedures for the preparation, disassembly/reassembly, lifting, and tiedown are outlined in the Preparation for Shipment manuals listed in the Bibliography of this pamphlet. Technical assistance for the preparation, disassembly/reassembly, lifting, and tiedown of U.S. military helicopters may be obtained from U.S. Army Aviation and Troop Command (ATCOM), ATTN: AMSAT-I-SDP, 4300 Goodfellow Blvd, St. Louis, MO 63120-1798, DSN 693-2372 or (314) 263-2372.

Preface

The purpose of this pamphlet is to aid the shipping unit and provide general guidelines for helicopter transport.

This pamphlet contains general information concerning lifting and tiedown procedures on US military helicopters. Helicopters are extremely fragile, high-dollar materiel; extreme care must be taken to ensure proper and safe transport.

This pamphlet provides general guidance only. All preparation, lifting, and tiedown will be in accordance with the preparation for shipment manual for the helicopter being shipped. All ground handling of helicopters will be supervised by trained aviation personnel. All rigging of helicopters for lifting will be directed by aviation personnel, trained and on unit orders to supervise rigging operations. Helicopter models vary; therefore, it is the responsibility of the deploying unit to provide the appropriate technical manuals and to prepare and secure the proper equipment for transport of its aircraft.

We invite the users of this pamphlet to recommend changes and submit comments. Please prepare comments on DA Form 2028 (Recommended Changes to Publications and Blank Forms) and forward to:

Military Traffic Management Command
Transportation Engineering Agency
ATTN: MTTE-DPE
720 Thimble Shoals Blvd, Suite 130
Newport News, VA 23606-2574

Address electrically transmitted messages to: MTMCTEA FT EUSTIS VA//MTTE-DPE// . Telephone inquiries may be made by calling DSN 927-4646, commercial (804)878-4646, or 1-800-722-0727. Make requests for additional copies to this same address.

Afteraction/lessons learned information is requested from units involved in shipping helicopters. Send the above information and requests for technical assistance to the technical point of contact at:

HQ US Army Aviation-Troop Command
ATTN: AMSAT-I-SDP
4300 Goodfellow Blvd
St. Louis, MO 63120-1798
Phone DSN 693-2372 or (314) 263-2372

LIFTING AND TIEDOWN OF US MILITARY HELICOPTERS

CONTENTS

APPENDIXES

Section I. GENERAL GUIDELINES

A. This pamphlet provides users with general guidance for the preparation for shipment, lifting, and tiedown of US military helicopters during transport by sea. It contains basic information from a variety of sources and from experience gained from loadouts and live deployments.

B. Helicopters loaded into a vessel must be secured with chains to counteract longitudinal, lateral, and vertical forces. It is essential that chains be tightened only enough to remove slack; over tightening of chains will result in structural damage to the helicopter. Bridging (blocking and bracing) of helicopters is not authorized. All aircraft preparation, lifting, and tiedown will be in accordance with the appropriate preparation for shipment manual. Preparation for shipment manuals are listed in the Bibliography at the back of this pamphlet.

C. Because of the complexity of helicopter preparation and loading procedures, predeployment planning is essential. Transport mode assignment should be identified and communicated, by the deploying unit, to the staging area terminal (Port Support Activity,(PSA)) as early as possible to allow adequate planning. The shipping configuration should minimize disassembly. This helps reduce assembly and test flight requirements upon arrival at the port of debarkation (POD).

D. The staging area terminal (port of embarkation (POE)) commander should ensure that coordination for terminal support (equipment, personnel, and materials) has been completed by the deploying unit and the staging area terminal.

E. The following "guidelines" apply to all types of helicopters.

1. Personnel

Shipment of a helicopter requires at least two aircraft maintenance personnel, qualified in the lifting and tiedown of military helicopters.

2. Handling

Helicopter ground handling must be accomplished only by qualified aviation personnel, preferably from the deploying unit.

3. Packaging

All rotating helicopter parts such as main and tail rotors must be positively secured to prevent them from moving while loading or during shipment. All removed components will be preserved and packed for marine transport in accordance with the appropriate preparation for shipment manual.

4. Marine Shipment

Aircraft shipped by marine mode should be stowed below deck. Weather deck shipment is a high-risk option and should be considered only as a last resort. This is particularly true of UH-1 and OH-58 series helicopter because of inadequate tiedown provisions. Rotor blades shall be removed from all aircraft shipped above deck. The corrosive effects of above deck transport must be considered. The shrink wrap usually does not stand up to the weather conditions seen above deck. Careful stow planning is required to ensure that larger aircraft will fit and can be maneuvered below deck. The height is the major concern.

5. Responsibility

Aircraft maintenance personnel must provide technical assistance and supervise lifting and tiedown (lashing) of the aircraft on its transporter. During transport, the helicopter is the responsibility of the shipping unit.

Section II. REQUIRED LOADING EQUIPMENT

This is an outline of the resources required for shipment that must be provided at the POE through a combination of PSA and deploying unit assets. Coordination is essential to ensure the availability of assets, manpower, equipment, and materials at the POE and is the responsibility of the deploying unit. Availability of the following must be considered:

A. Disassembly of aircraft.

1. Aircraft shipping and maintenance manuals.
2. Tow bars, towing bridles, and vehicles.
3. Crane trucks, self-propelled crane, aircraft maintenance and positioning (SCAMP), and forklifts.
4. Fuel truck (to fuel/defuel aircraft).
5. Maintenance stands.
6. GPU or AGPU.
7. Aircraft covers (flyaway gear).
8. Grounding cables.
9. Shrink film equipment and materials.
10. General mechanics tool sets and special tools required for aircraft disassembly /assembly.
11. Fire fighting equipment.
12. Fire truck (coordinate through port facility).
13. Combustible gas indicator with certified operator (coordinate through port facility).

14. Tiedown devices and tag lines (rope).

15. Lifting devices, special slings, adapters, and other hoisting equipment as specified in the aircraft manual.

16. Main rotor blade boxes (for removed rotor blades).

17. Main rotor blade slings (to remove main rotor blades).

18. Blade folding tools/fixture.

19. Ground handling wheels.

20. Armament tool sets.

21. Rocket pod/missile launcher containers.

22. Crates for removed components (see TM 38-230-2). Tags and zip-lock bags are useful for storing hardware and some components. Plastic bubble wrap is needed to protect sensitive components that must be removed.

23. Wheel chocks.

24. Spare tires for helicopters.

25. Cherry picker or similar personnel lifting device for lifting personnel for helicopter rigging for lift-on-lift-off operations.

B. Assembly of aircraft

1. Bore sight equipment.

2. Pitot static system tester.

3. Appropriate tracking and balancing equipment or the Army Vibration Analyzer (AVA).

Ground handling and lifting devices must accompany the aircraft and be readily accessible for unloading at the POD.

Section III. PREPARATION FOR SHIPMENT

A. Planning

Predeployment planning is essential to a successful deployment of aviation assets. Upon receipt of the port call, the deploying unit transportation officer should proceed as follows:

1. Contact the designated staging area commander at the POE.

2. Provide the POE point of contact with the characteristics of the equipment to be shipped (dimensions and weight) and any tactical consideration impacting the shipping configuration of the aircraft.

The deploying unit should coordinate POE support requirements directly with PSA only after coordination has been made with the POE terminal/port commander. Port support for FORSCOM Aviation units may be provided by selected elements of Army National Guard (ARNG) Aviation Classification and Repair Activity Depots (AVCRADs) through the Mobilization AVCRAD Control Element (MACE). These elements are capable of providing a wide range of services to deploying aviation units to include aircraft preparation, preservation (to include application of shrink film), maintenance support through AVIM, and technical assistance on loading and tiedown. Request MACE assistance through the chain of command to: Commander, Mobilization AVCRAD Control Element, Bldg E4305 (Edgewood Area), Aberdeen Proving Ground, MD 21010-5401, telephone DSN 584-2635 or (410) 671-2635. PSAs for other MACOMs are assigned by the MACOM deployment regulation (55-1). Timely notification is necessary to ensure adequate support.

B. Shipping Configuration

Aircraft configuration will be in accordance with the shipping manual. The configuration required for aircraft shipment will be determined by the following:

1. Mode of transportation.

2. Type of transporter.

3. Tactical deployment.

For tactical deployments, disassembly should be kept to an absolute minimum to minimize assembly/depreservation time at POD.

C. Shipping Responsibility

Army aircraft shall be preserved and prepared for shipment in accordance with the applicable preparation for shipment manual. The shipper/deploying unit prepares the aircraft for shipment as follows:

1. Provide equipment and manpower.
2. Requisition the required preservatives.
3. Package removed parts and equipment.
4. Preserve the aircraft as required in the shipping manual.
5. Adjust fuel level per the recommended fuel system preparation.
6. Apply heat shrink film protective covering materials.
7. Arrange for transport equipment.
8. Assist staging area personnel in the loading and tiedown of the aircraft.

Supply of the material is to be accomplished through the normal supply channel.

D. Shipping Precautions

1. For marine modes, shipment of helicopters on the weather deck of a vessel is a high-risk option, structurally and due to the corrosive environment.
2. OH-58 and UH-1 series helicopters have deficient tiedown provisions.
3. Do not push UH-60 or AH-64 helicopters up the ramp. Tow only.
4. Use towing bridles as required.
5. Avoid stepping on tiedown chains to avoid damage to the helicopter restraint provisions.
6. Make sure lifting and/or tiedown provisions are not covered up by shrink wrap.
7. Do not over tension tiedown chains or damage may occur to tiedown provisions.

Section IV. PREPARATION GUIDELINES FOR HELICOPTERS

A. General Guidelines

1. Color code rotating components (blades, controls, etc.) prior to removal.
2. Tag all removed components.
3. Bag, tag, and attach removed hardware to aircraft or removed component as appropriate.
4. Preserve and package removed components in special reusable containers or crates as appropriate.
5. Mark each container, crate, and helicopter with contents, gross weight, and center of gravity.
6. Adjust fuel level (see fuel system preservation guidance).
7. Install flyaway gear (intake covers, exhaust covers, pitot tube covers, etc.).
8. Use wing walkers and brakemen for all towing and ground handling.
9. Provide technical assistance to the staging area commander. Establish a rapport with the commander and a unit technical focal point.

Aviation units should arrive at POE with the necessary equipment available for both roll-on/roll-off (RORO) loading and lifting.

B. Helicopter Preparation

Refer to appropriate aircraft preparation for shipment technical manual (see bibliography).

C. Helicopter Preservation for Shipment

1. Besides assets, manpower, equipment, and materials needed at the POE (listed under air/marine shipment), all helicopters must be preserved in accordance with the preparation for shipment manual. Preservation for vessel shipment is similar to preservation for intermediate storage. Refer to appropriate aircraft preparation for shipment technical manual for helicopter preservation procedures.

2. The extent of preservation required for the fuel system is identified in the appropriate technical manuals.

3. Heat shrink film materials, equipment, installation instructions, and manpower requirements are provided in appendix G of shipping manuals. Apply heat shrink film protective covering on all military helicopters being shipped via the marine mode regardless of the location of the helicopter on the vessel. This is a departure from the policy published in the shipping manuals. Protective covering will be applied to those helicopters being shipped by tractor-trailer on highways. The level of protection required for short-distance shipments will be determined by the shipper.

NOTE: When applying shrink wrap film, make sure lifting/tiedown provisions are accessible

Section V. INTRANSIT CARE

It is recommended that two aviation personnel accompany aircraft on vessel shipment to perform supercargo duties. Duties of the supercargo include the following:

A. Providing security for aircraft.

B. Inspecting shrink film covers daily for damage.

C. Making repairs to shrink film and draining any condensation as required.

D. Inspecting for fluid leaks - particularly fuel.

E. Maintaining proper tiedown tension.

F. Maintaining proper tire and strut inflations.

G. Rigging helicopters and providing technical supervision for offloading.

NOTES

APPENDIX A

Lifting Guide for Helicopters

Lifting Procedure

The lifting guide is mainly used for land and marine transport. Below are the helicopter lifting guidelines.

A. General

1. Use the lifting procedures published in the shipping manual.
2. Inspect all lifting equipment prior to movement to the staging area.
3. Replace all defective equipment; inspect equipment again prior to use.
4. Helicopters will be rigged for lifting only by properly trained aircraft mainte nance personnel on unit orders to supervise lifting operations, using the appro priate technical manuals.
5. Tag lines will be attached to each helicopter at a minimum of three (AH-64, UH-60 series) or four points (all others).
6. Ground handling and lifting devices must accompany each aircraft shipmentand must be readily accessible for unloading.
7. For UH-1, AH-1, AH-64, or other helicopters, without longer, multileg, slings, attach a short pendant (3'- 5') below the crane hook. Pendant will allow some clearance if the hook is not centered on the main rotor mast for connection.

B. Helicopter Hoisting

1. OH-58A/C aircraft have two interchangeable styles of main rotor retaining nuts. Ensure that the lifting adapters are available for both styles.
2. The"figure eight" strap rotor head lift for two-bladed bell helicopters is no longer approved. Use the lifting clevis described in the appropriate preparation for shipment manual.

Interim Unit Maintenance Aerial Recovery Kit (I-UMARK)

LIST OF CONTENTS IS ON PAGES A-4 AND A-5.

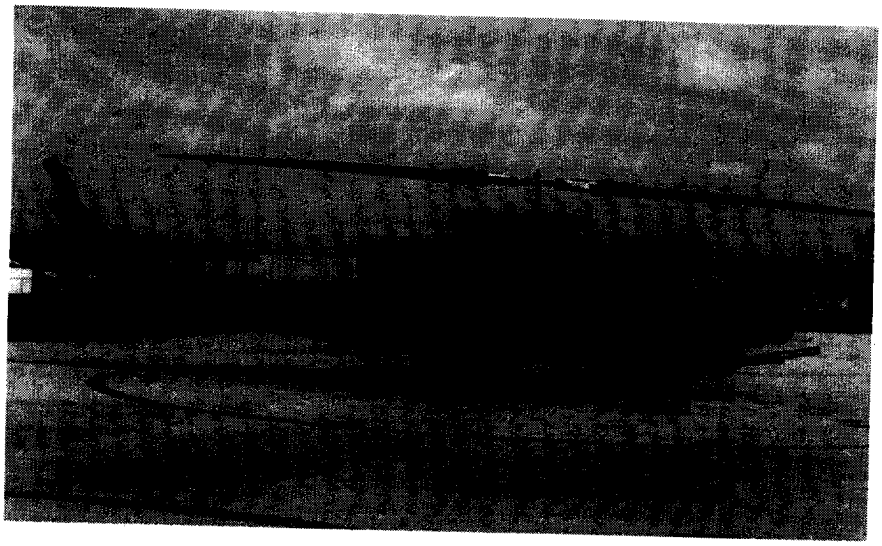
I-UMARK
List of Contents

DESCRIPTION	QTY	PART #	NSN
Shipping Container	1	259300 MOD B	NA
Roundsling, 65 foot	1	PRS7C065	1670-01-388-3901
Roundsling, 70 foot	1	PRS7C070	1670-01-388-3965
Roundsling, 30 foot	1	PRS5C030	1670-01-388-3917
Lift Sling, 17 foot	2	PRS2E017	1670-01-388-3845
Lift Sling, 8 foot	5	PRS2E008	1670-01-388-6789
Aircraft Cargo Tiedown Strap, 5K	1	CBU-1/B	1670-00-725-1437
Apex Fitting Assy, 10K	1	38850-00004- 045	4030-01-048-4045
Apex Fitting Assy, 25K	2	38850-00004-046	4030-01-048-4044
Blade Tie-down Sleeve (UH60/AH64)	4	TBD	NA
Blade Tie-down Sleeve (OH-58D)	4	TBD	NA
OH-58D Helicopter Hoisting Sling Assembly	1	TBD	NA
Securing Line	5	TBD	Fabricated from 4020-00-986-1357
Pressure Sensitive Tape (roll)	3	A-A-1586 (CID)	7510-00-266-5016

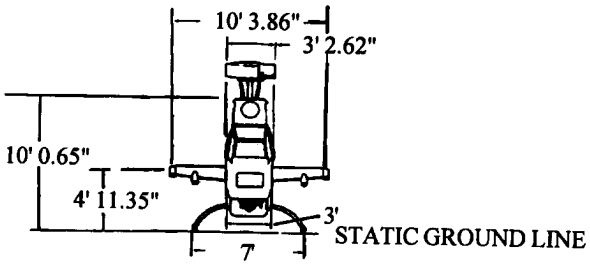
I-UMARK
List of Contents Continued

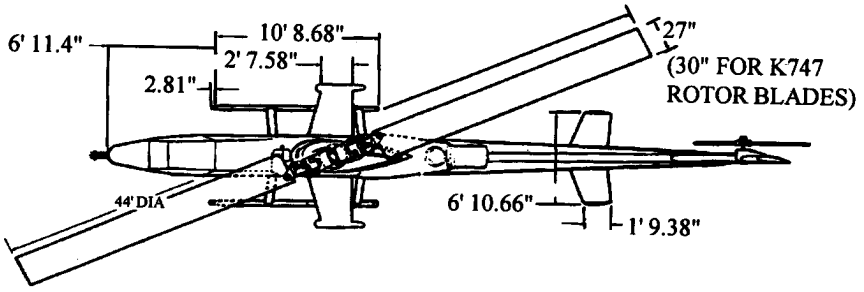
DESCRIPTION	QTY	PART #	NSN
Air Recovery Drogue Chute	1	1670EG029B3	1670-00-391-8499
Lifting Clevis Assy (UH-1/AH-1/OH-58A/C	1	TBD	NA
Combination Wrench, 9/16 inch	2	GGG-W-636	5120-00-228-9507
Combination Wrench 3/4 inch	2	GGG-W-636	5120-00-228-9510
UMARK Tool Pouch	1	TBD	NA
UMARK Inventory Card	1	TBD	NA
Wooden Wedge OH-58 A/C	4	TBD	NA
Wooden Wedge, AH-1	4	TBD	NA
Manual, Operating	1	TBD	NA

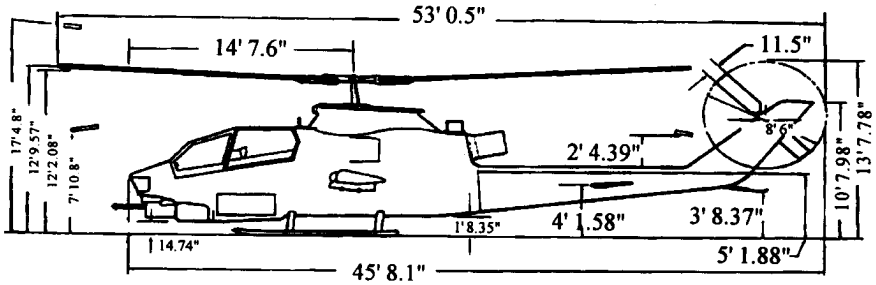
AH-1 Helicopter



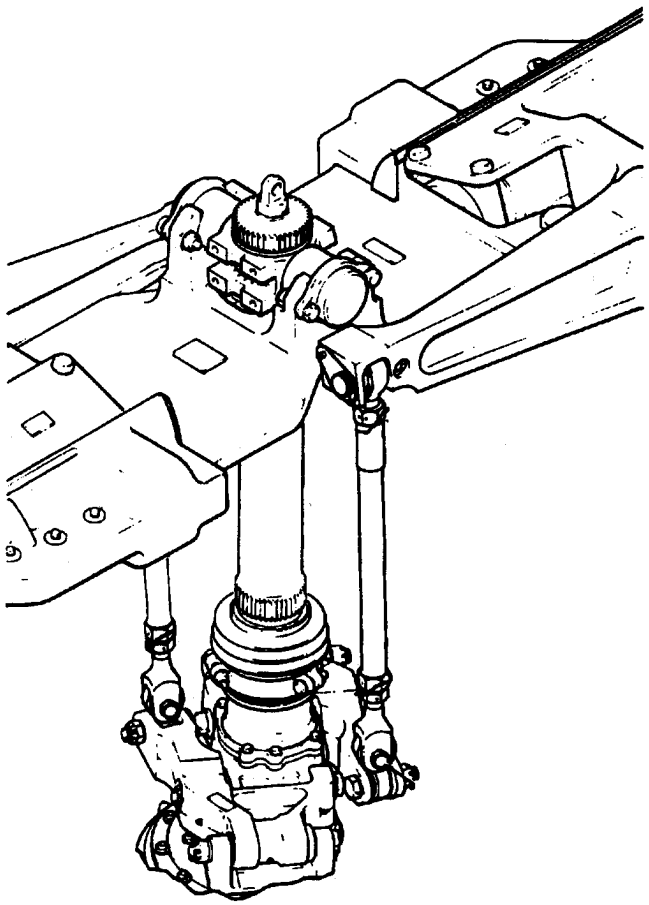
AH-1E/F/P Principal Dimensions



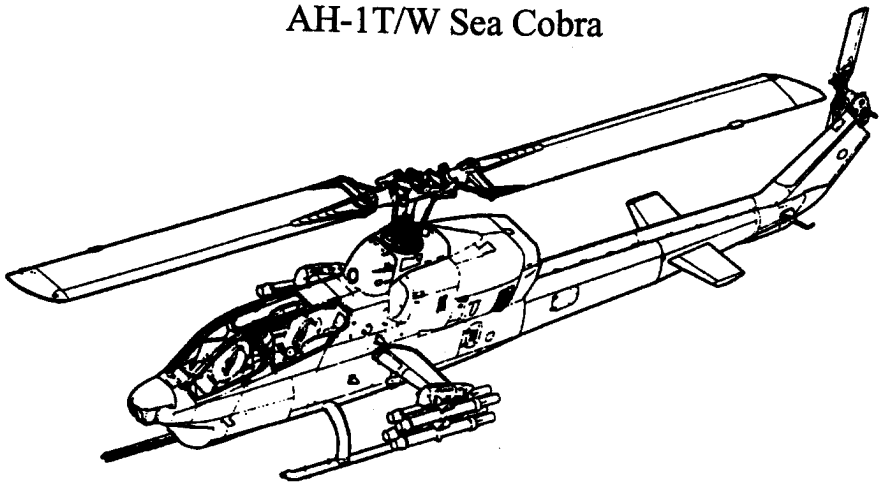




Rotor Head for AH-1 Series Helicopter

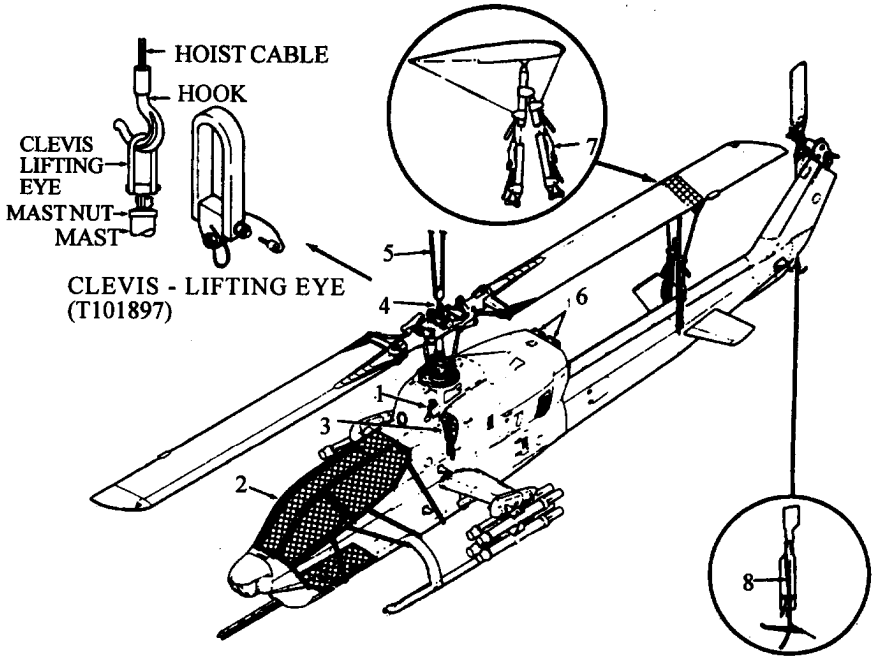


AH-1T/W Sea Cobra



DIMENSIONS	AH-1T	AH-1W
ROTOR DIAMETER	48 FT	48 FT
LENGTH (OVERALL)	58 FT	58 FT
LENGTH (FUSELAGE)	45 FT 6 IN	46 FT
HEIGHT (MAST)	13 FT 9 IN	13 FT 9 IN
HEIGHT (TOP OF TAIL ROTOR)	14 FT 2 IN	14 FT 2 IN
WIDTH (MINIMUM)	10 FT 8 IN	10 FT 8 IN
WEIGHTS (IN POUNDS)		
BASIC	9,000	10,200
MAXIMUM TAKEOFF/LANDING	14,000	14,750
MAXIMUM HOISTING	14,000	14,750
MAXIMUM JACKING	9,600	12,800
MAXIMUM TOWING	13,560	14,750

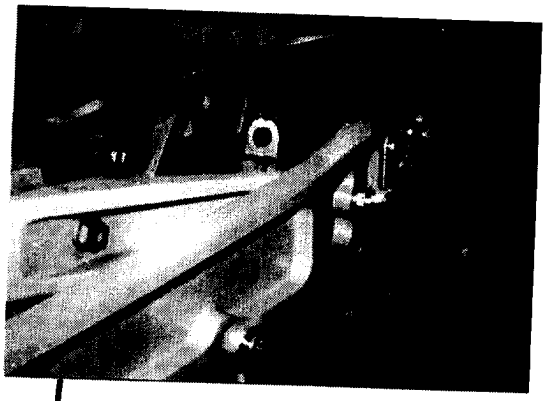
Hoisting AH-1T/W Helicopter

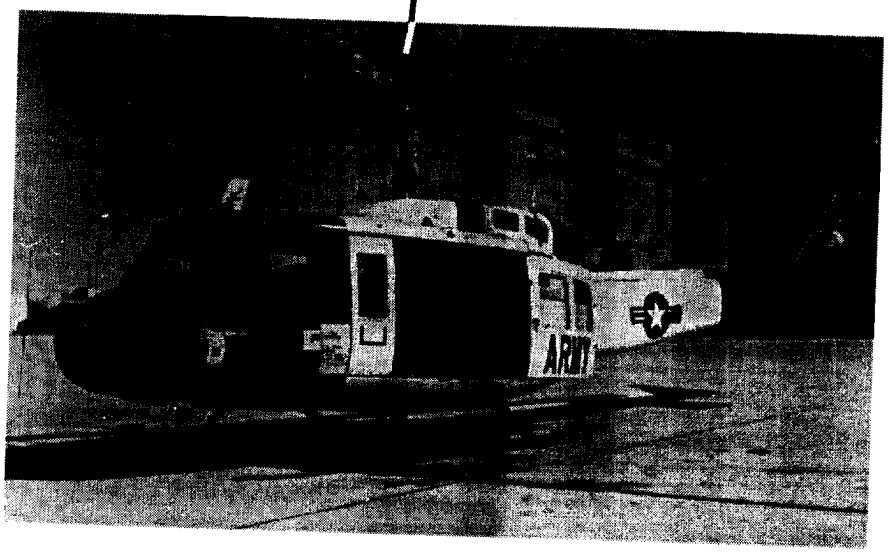


1. PITOT TUBE COVER
2. CANOPY COVER
3. POWER SECTION INLET SHIELD (2)
4. LIFTING EYE CLEVIS
5. HOIST
6. POWER SECTION EJECTOR COVER (2)
7. TIEDOWN SUPPORT
8. TIEDOWN

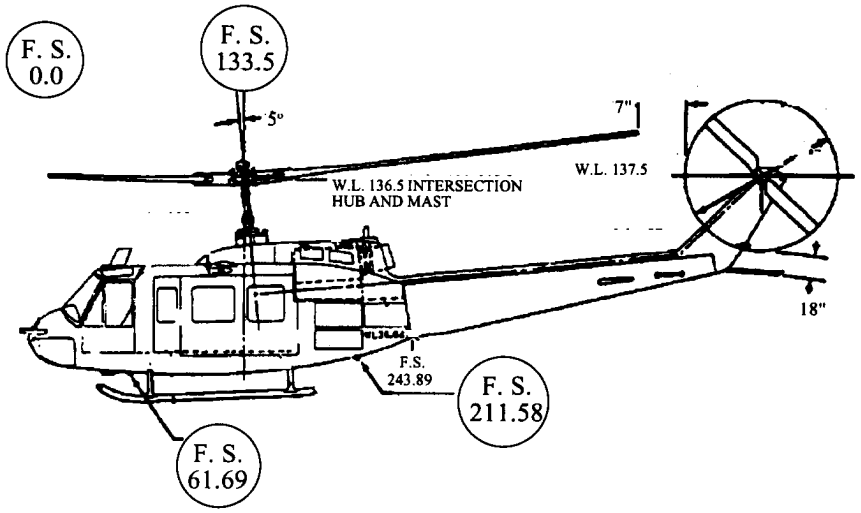
UH-1, Utility Helicopter

UH-1 ROTORHEAD





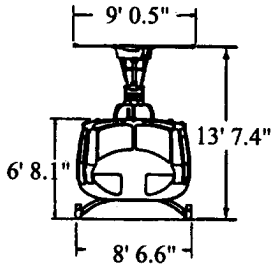
UH-1, Utility Helicopter

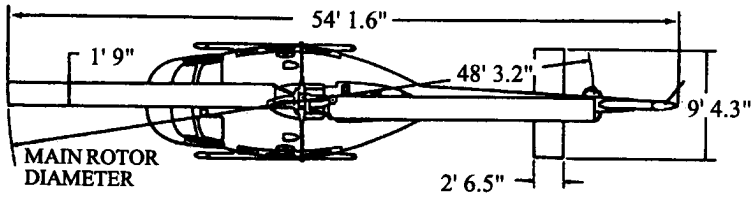


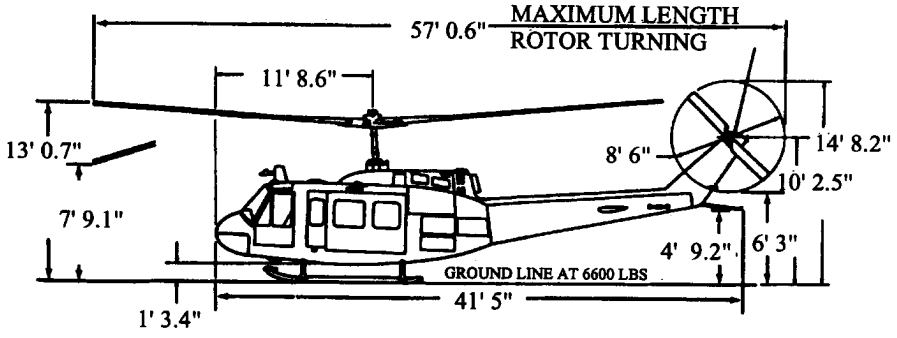
NOMENCLATURE	DIMENSIONS (IN.)			WEIGHT (LB)
	LENGTH	WIDTH	HEIGHT	
UH-1E	283[1]	101[2]	126	6,450[1]
UH-1F/H	497[3]	103[2]	126	6,500[1]

[1] Excludes rotor blades, stabilizer bar assembly, main rotor hub and swash plates assembly, tail rotor blades, elevator, and tail boom. Tail boom is stowed on top of fuselage.
[2] Width with elevator and stabilizer removed.
[3] Fuselage length with rotor removed.

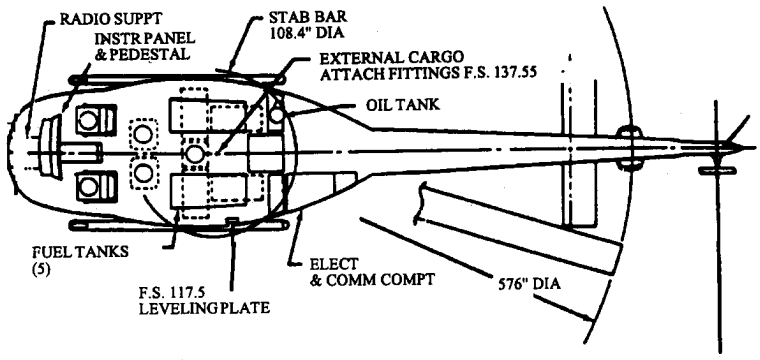
UH-1H, Principal Dimensions

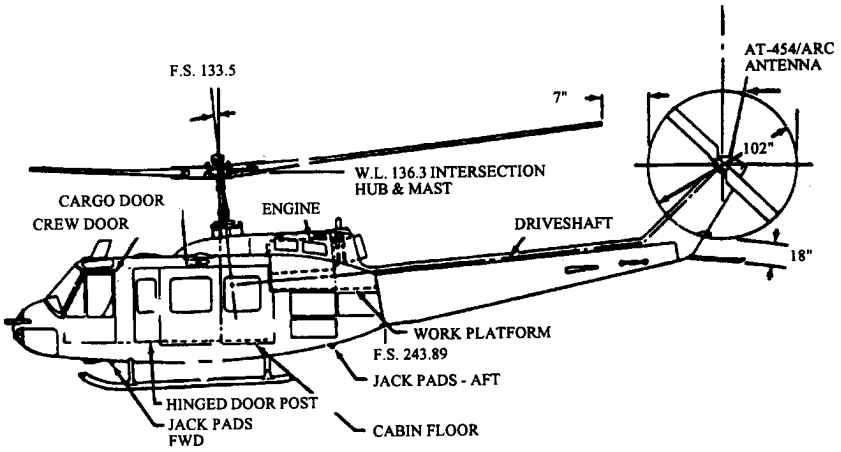




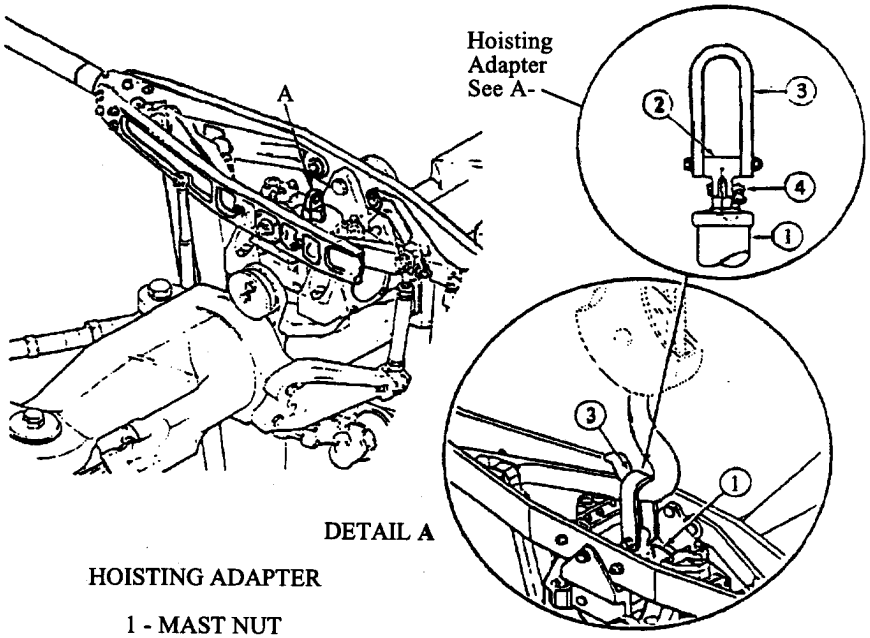


UH-1H/V Helicopters





Rotor Head for UH-1 Helicopters

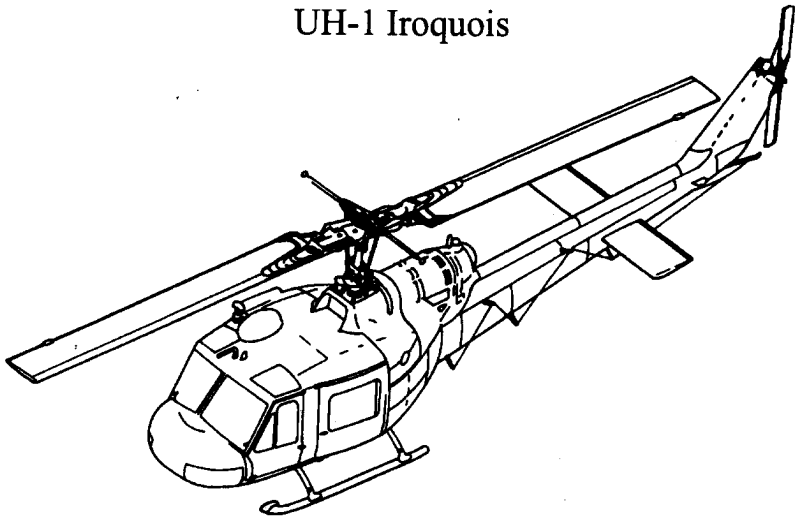


DETAIL A

HOISTING ADAPTER

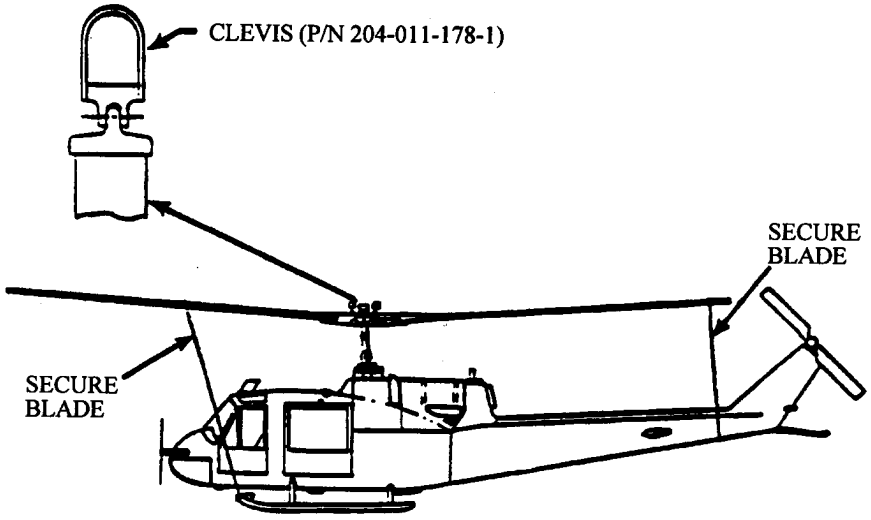
1 - MAST NUT
2 - CLEVIS
3 - STRAP
4 - PIN

UH-1 Iroquois

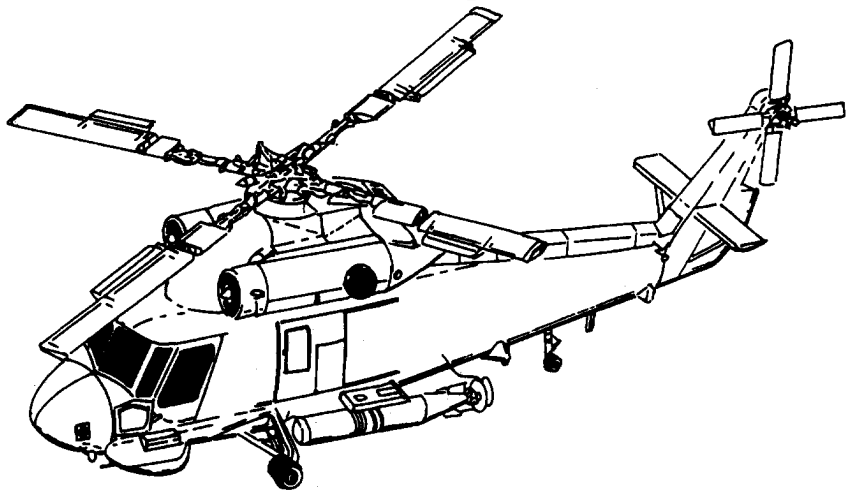


DIMENSIONS	UH-1	UH-1N
ROTOR DIAMETER	44 FT	48 FT
LENGTH (OVERALL)	52 FT 11 IN	57 FT 4 IN
LENGTH (FUSELAGE)	42 FT 8 IN	42 FT 5 IN
HEIGHT (MAST)	12 FT 8 IN	13 FT 1 IN
HEIGHT (TOP OF TAIL ROTOR)	13 FT 10 IN	19 FT
WIDTH (MINIMUM)	9 FT 5 IN	9 FT 5 IN
WEIGHTS (IN POUNDS)		
BASIC	5,240	6,300
MAXIMUM TAKEOFF/LANDING	9,500	10,500
MAXIMUM HOISTING	9,500	10,500
MAXIMUM JACKING	9,500	10,500
MAXIMUM TOWING (UNPREPARED SURFACE)	7,400	9,500
MAXIMUM TOWING (PREPARED SURFACE)	9,500	10,500

Hoisting of UH-1 Iroquois

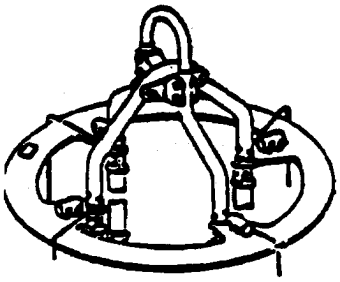


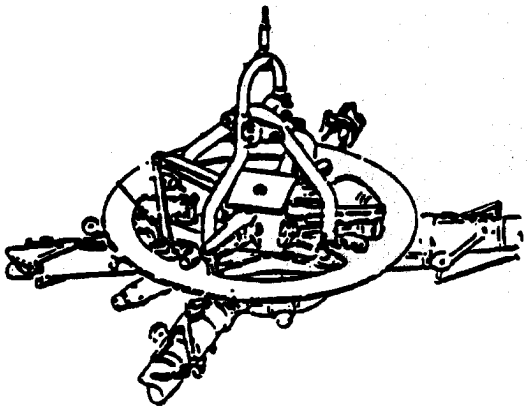
H-2 Sea Sprite



DIMENSIONS	AH-1T
ROTOR DIAMETER	44 FT
LENGTH (OVERALL)	52 FT 7 IN
LENGTH (FUSELAGE)	40 FT 6 IN
LENGTH (BLADES FOLDED, NOSE DOORS OPEN)	38 FT 4 IN
HEIGHT (MAST)	13 FT 7 IN
HEIGHT (TOP OF TAIL ROTOR)	15 FT 1 IN
WIDTH (MINIMUM)	12 FT 3 IN
WEIGHTS (IN POUNDS)	
BASIC	8,618
MAXIMUM TAKEOFF (INTERNAL)	11,600
MAXIMUM TAKEOFF (EXTERNAL)	13,500
MAXIMUM HOISTING	6,500
MAXIMUM JACKING	13,500
MAXIMUM TOWING	13,500

H-2 Sea Sprite
Helicopter "Birdcage" Hoisting Sling





PART NUMBER K604010-5

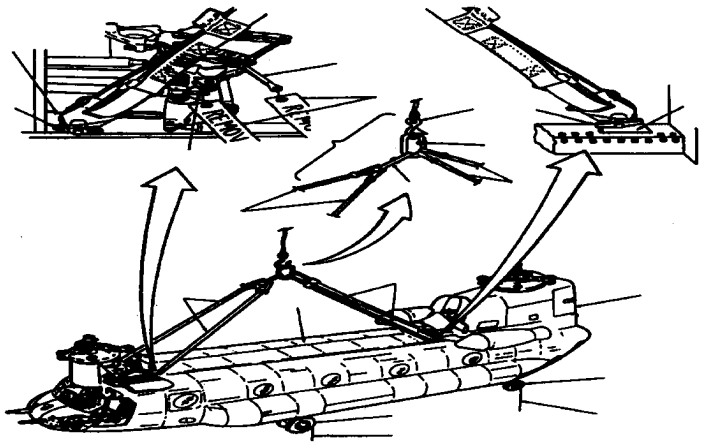
H-3 Sea King

DIMENSIONS	H-3
ROTOR DIAMETER	62 FT
LENGTH (OVERALL)	72 FT 11 IN
LENGTH (FUSELAGE)	55 FT 3 IN
LENGTH (BLADES AND PYLON FOLDED)	47 FT 3 IN
HEIGHT (MAST)	15 FT 7 IN
HEIGHT (TOP OF TAIL ROTOR)	17 FT 2 IN
WIDTH (MINIMUM)	17 FT 7 IN
WEIGHTS (IN POUNDS)	
BASIC*	13,100-16,475
MAXIMUM TAKEOFF*	19,100-21,000
MAXIMUM HOISTING	20,000
MAXIMUM JACKING*	19,100-21,000
MAXIMUM TOWING*	19,100-21,000
* VARIES BY MODEL AND BUREAU NUMBER	

H-3 Sea King
Helicopter Hoisting Sling

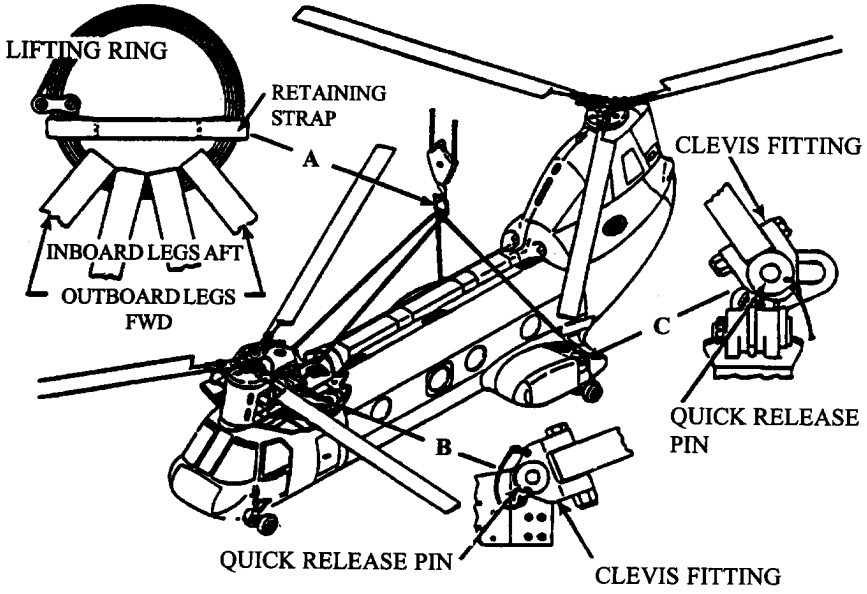
PART NUMBER S6170-70004-8

H-46 Sea Knight



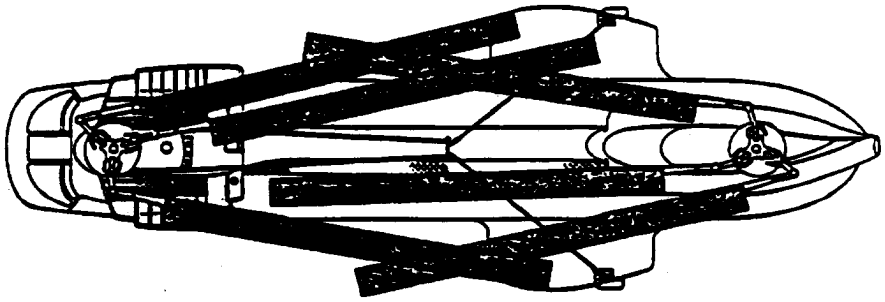
DIMENSIONS	H-46
ROTOR DIAMETER	51 FT
LENGTH (OVERALL - ROTORS STATIC)	71 FT 7 IN
LENGTH (OVERALL - ROTORS TURNING)	84 FT 4 IN
LENGTH (FUSELAGE)	45 FT 8 IN
HEIGHT (AFT MAST)	16 FT 8 IN
WIDTH (MINIMUM)	14 FT 9 IN
WEIGHTS (IN POUNDS)	
BASIC	14,000
MAXIMUM TAKEOFF (INTERNAL)*	23,000-23,300
MAXIMUM TAKEOFF (EXTERNAL)	24,300
MAXIMUM HOISTING	18,000
MAXIMUM JACKING (FUSELAGE)*	15,000-15,300
MAXIMUM JACKING (LANDING GEAR)*	23,000-23,300
MAXIMUM TOWING	23,000
* VARIES BETWEEN A, D, AND E MODELS	

H-46 Sea Knight
Helicopter Hoisting Sling

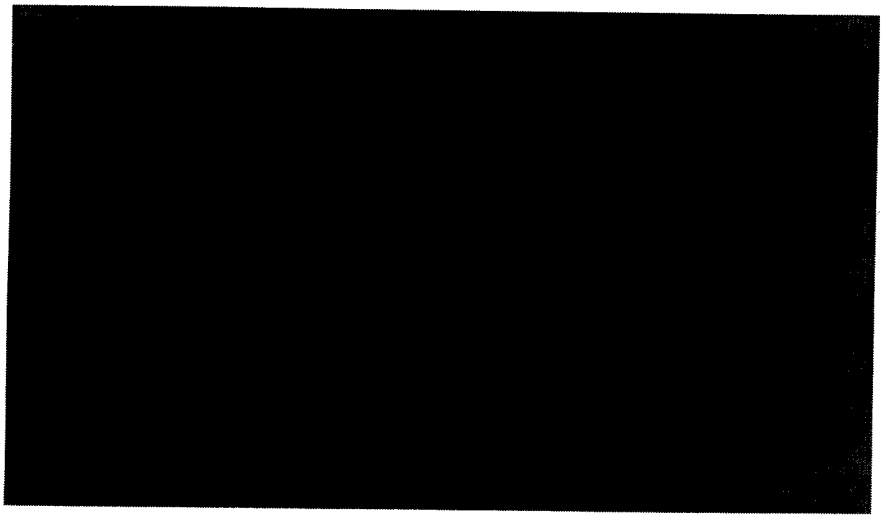


PART NUMBER A02G1348-1

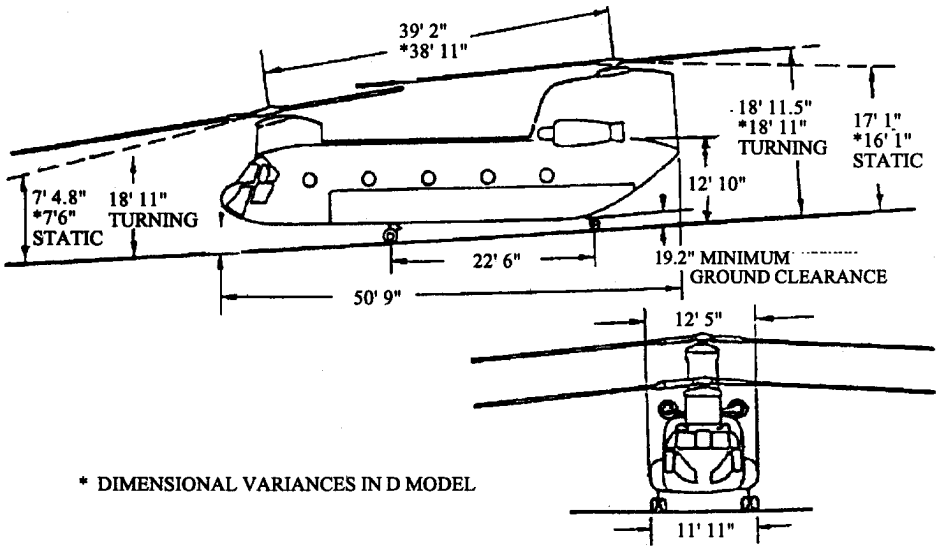
H-46 Sea Knight
Helicopter Hoisting Configuration
With Blades Folded



CH-47/MH-47 Helicopter



CH-47 Helicopter

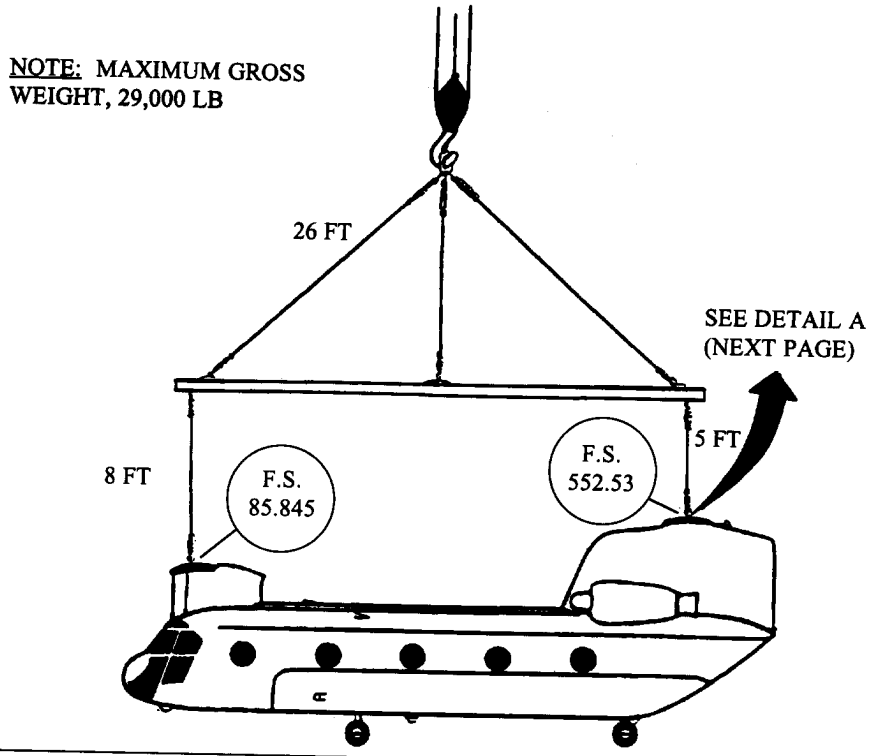


* DIMENSIONAL VARIANCES IN D MODEL

NOTE: DATA IN TABLE IS FOR D MODEL HELICOPTER

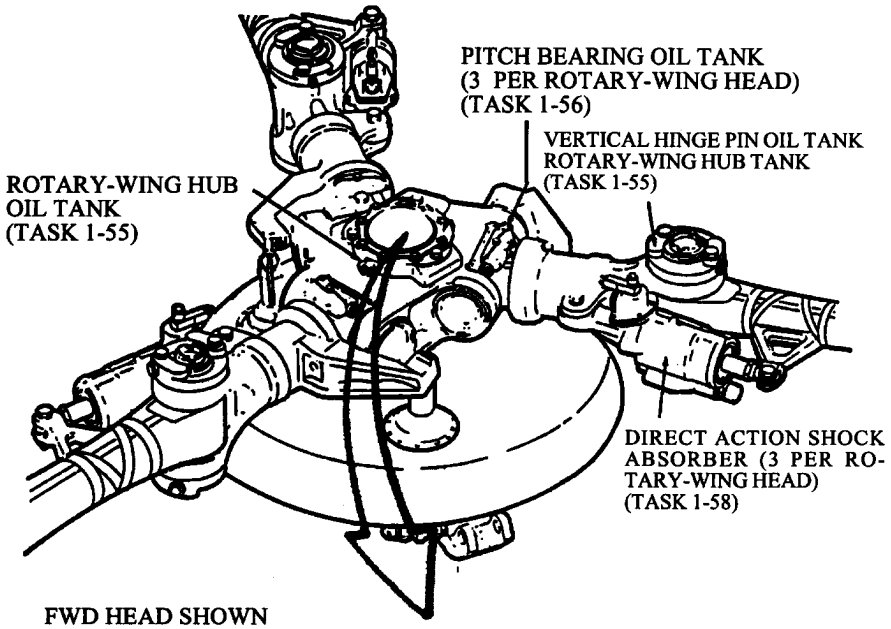
NOMENCLATURE	DIMENSIONS (IN.)			SHIPPING
	LENGTH	WIDTH	HEIGHT	WEIGHT (LB)
CH-47 FUSELAGE	609	160	154	37,000
CH-47 AFT PYLON ASSEMBLY	NA	NA	NA	3,996

CH-47, Cargo Helicopter (Chinook)



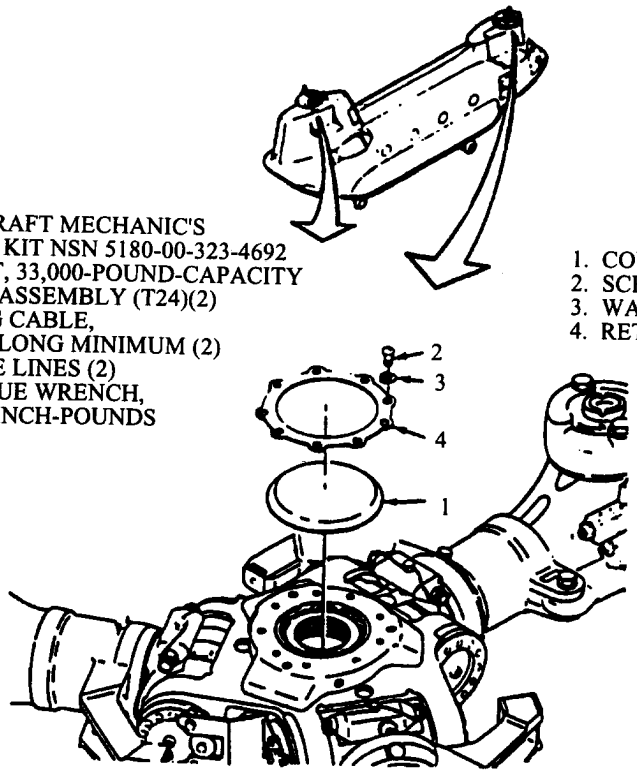
NOMENCLATURE	PART NUMBER	NSN
AIRCRAFT SLING SET (Incl spreader bar)	1730CH47-00-1-1 (81996)	1730-00-135-4637
HOISTING ADAPTER/RING ASSEMBLY FOR FWD SHAFT AND AFT ROTOR SHAFT	114E5909-8	1730-00-010-7462
HOIST ASSEMBLY (Aft transmission)	114E5124-1	1730-00-960-4004
HOIST ADAPTER EYE (Fwd & aft trans)	145E5902-1	1730-01-130-1478
SLING, ROTOR BLADE	145E5911-101	4920-01-115-7001

Detail A


PITCH BEARING OIL TANK
(3 PER ROTARY-WING HEAD)
(TASK 1-56)
VERTICAL HINGE PIN OIL TANK
ROTARY-WING HUB TANK
(TASK 1-55)
ROTARY-WING HUB
OIL TANK
(TASK 1-55)
DIRECT ACTION SHOCK
ABSORBER (3 PER RO-
TARY-WING HEAD)
(TASK 1-58)
FWD HEAD SHOWN
AFT HEAD SIMILAR
SEE
DETAIL B

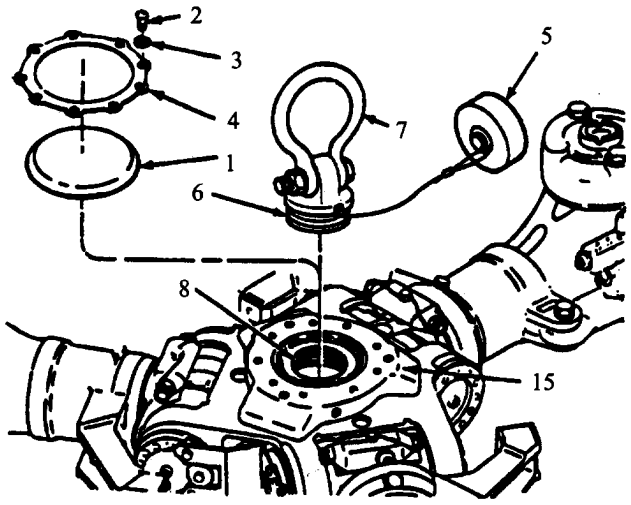
Detail B

TOOLS:
AIRCRAFT MECHANIC'S
TOOL KIT NSN 5180-00-323-4692
HOIST, 33,000-POUND-CAPACITY
RING ASSEMBLY (T24)(2)
SLING CABLE,
83 FT LONG MINIMUM (2)
GUIDE LINES (2)
TORQUE WRENCH,
0-150 INCH-POUNDS



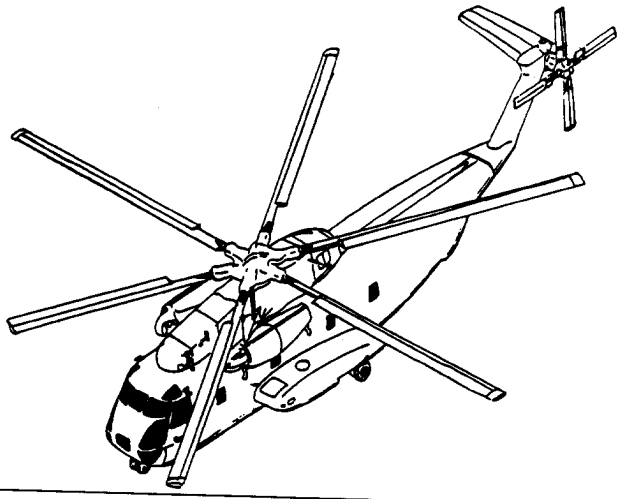
1. COVER
2. SCREW
3. WASHER
4. RETAINER

Detail B



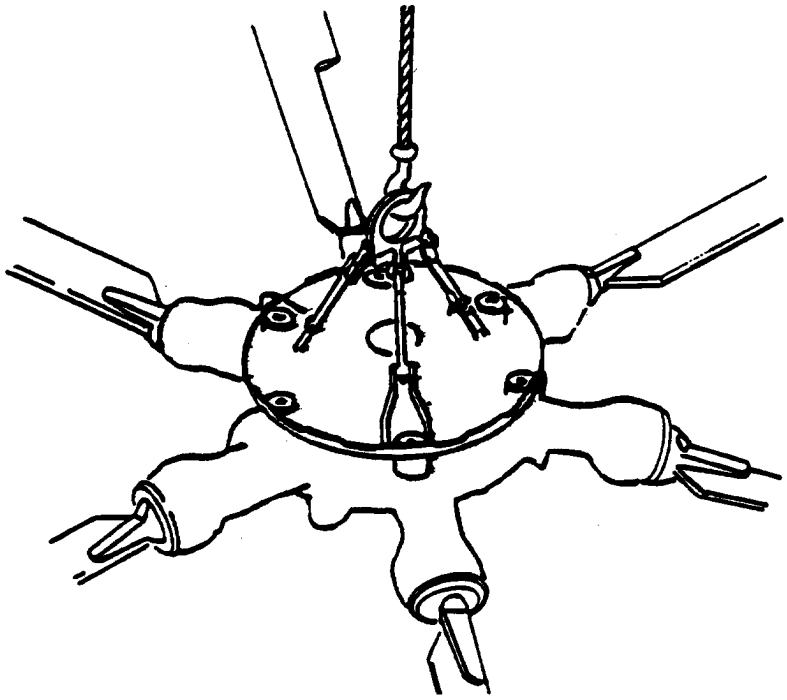
1. COVER
2. SCREW
3. WASHER
4. RETAINER
5. COVER
6. RING THREAD
7. RING
8. ROTOR SHAFT
15. OIL TANK

CH-53D Sea Stallion



DIMENSIONS	CH-53D
ROTOR DIAMETER	72 FT 3 IN
LENGTH (OVERALL)	88 FT 3 IN
LENGTH (FUSELAGE)	67 FT 6 IN
LENGTH (BLADES AND PYLON FOLDED)	56 FT 9 IN
HEIGHT (MAST)	17 FT 2 IN
HEIGHT (TOP OF TAIL ROTOR)	24 FT 11 IN
WIDTH (MINIMUM)	12 FT 3 IN
WIDTH (WITH AUXILIARY TANKS)	23 FT 11 IN
WEIGHTS (IN POUNDS)	
BASIC*	22,900 & 25,600
MAXIMUM TAKEOFF	42,000
MAXIMUM HOISTING	32,000
MAXIMUM JACKING	42,000
MAXIMUM TOWING	42,000
*WEIGHTS ARE FOR CH AND RH VERSIONS, RESPECTIVELY	

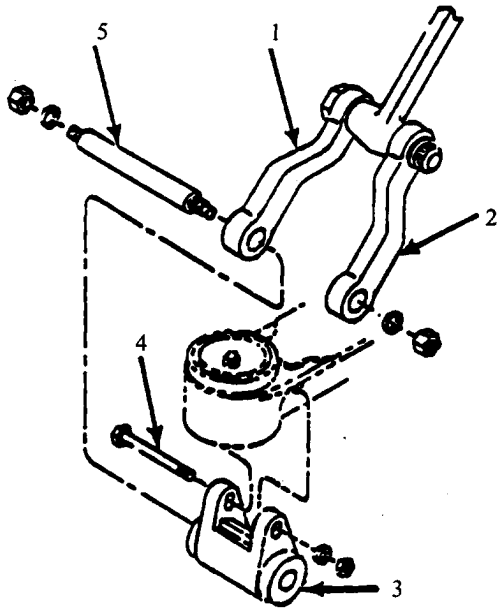
CH-53D Sea Stallion
Helicopter Hoisting Sling



PART NUMBER 65700-70092-042

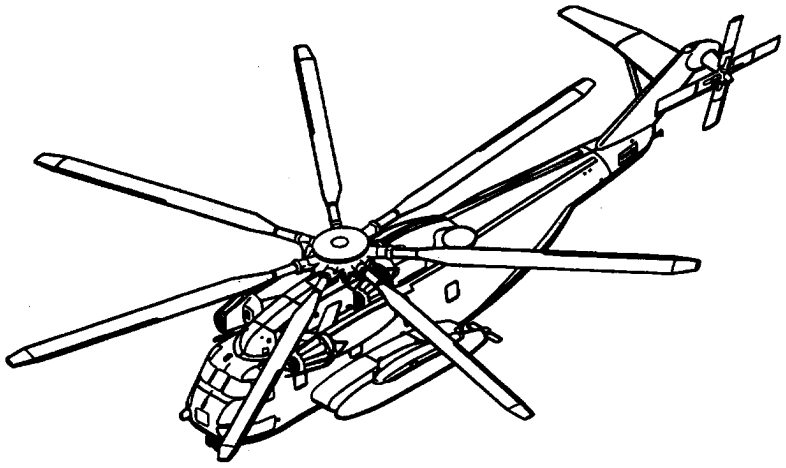
NOTE: FOR COMPONENT PARTS AND ASSEMBLY DETAILS, SEE NEXT PAGE

CH-53D Sea Stallion
Helicopter Hoisting Sling and Assembly Details



1. LH ARM
2. RH ARM
3. BRACKET
4. BOLT, WASHER, NUT
5. SHAFT, WASHERS, NUT

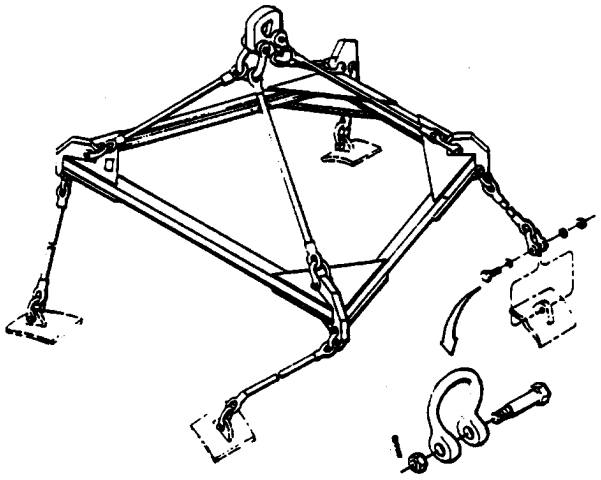
CH-53E Super Stallion



DIMENSIONS	C/MH-53E
ROTOR DIAMETER	79 FT
LENGTH (OVERALL)	99 FT 1 IN
LENGTH (FUSELAGE)	73 FT 4 IN
LENGTH (BLADES AND PYLON FOLDED/PROBE REMOVED)	60 FT 6 IN
HEIGHT (MAST)	17 FT 2 IN
HEIGHT (TOP OF TAIL ROTOR)	28 FT 6 IN
HEIGHT (PYLON FOLDED)	18 FT 7 IN
WIDTH (MINIMUM, MH-53E)*	18 FT 6 IN
WEIGHTS (IN POUNDS)	
BASIC**	33,226 & 36,745
MAXIMUM TAKEOFF (INTERNAL/EXTERNAL)	69,750/73,500
MAXIMUM HOISTING	50,000
MAXIMUM JACKING	69,750
MAXIMUM TOWING	69,750

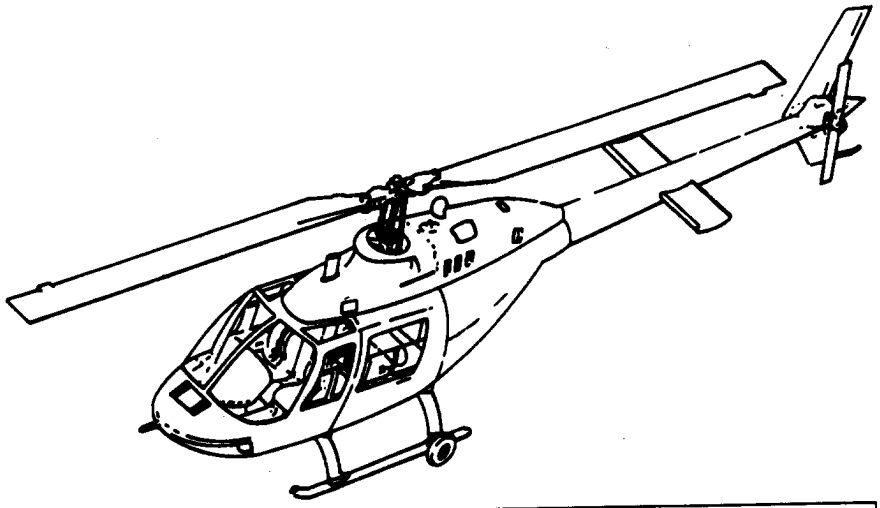
*WIDTH (WITH AUXILIARY TANKS) 23 FEET 11 INCHES
**WEIGHTS ARE FOR CH AND MH VERSIONS, RESPECTIVELY

CH-53E Super Stallion Helicopter Hoisting Sling



PART NUMBER 65720-70018-041

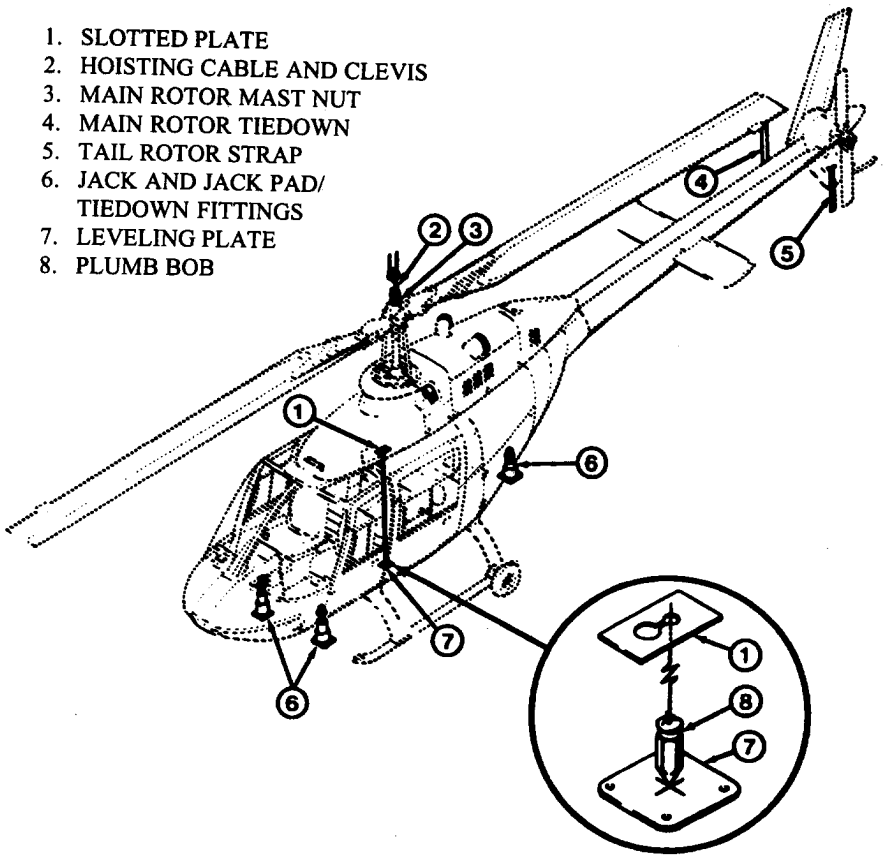
TH-57B/C Sea Ranger



DIMENSIONS	TH-57B/C
ROTOR DIAMETER	33 FT 4 IN
LENGTH (OVERALL)	38 FT 10 IN
LENGTH (FUSELAGE)	31 FT 2 IN
HEIGHT (MAST)	9 FT 7 IN
HEIGHT (TOP OF TAIL ROTOR)	8 FT 4 IN
HEIGHT (AFT BLADE TIED DOWN)	11 FT 8 IN
WIDTH (MINIMUM)	6 FT 6 IN
WEIGHTS (IN POUNDS)	
BASIC	2,061
MAXIMUM TAKEOFF (INTERNAL)	3,200
MAXIMUM TAKEOFF (EXTERNAL)	3,350
MAXIMUM HOISTING	3,200
MAXIMUM JACKING	3,200
MAXIMUM TOWING	3,200

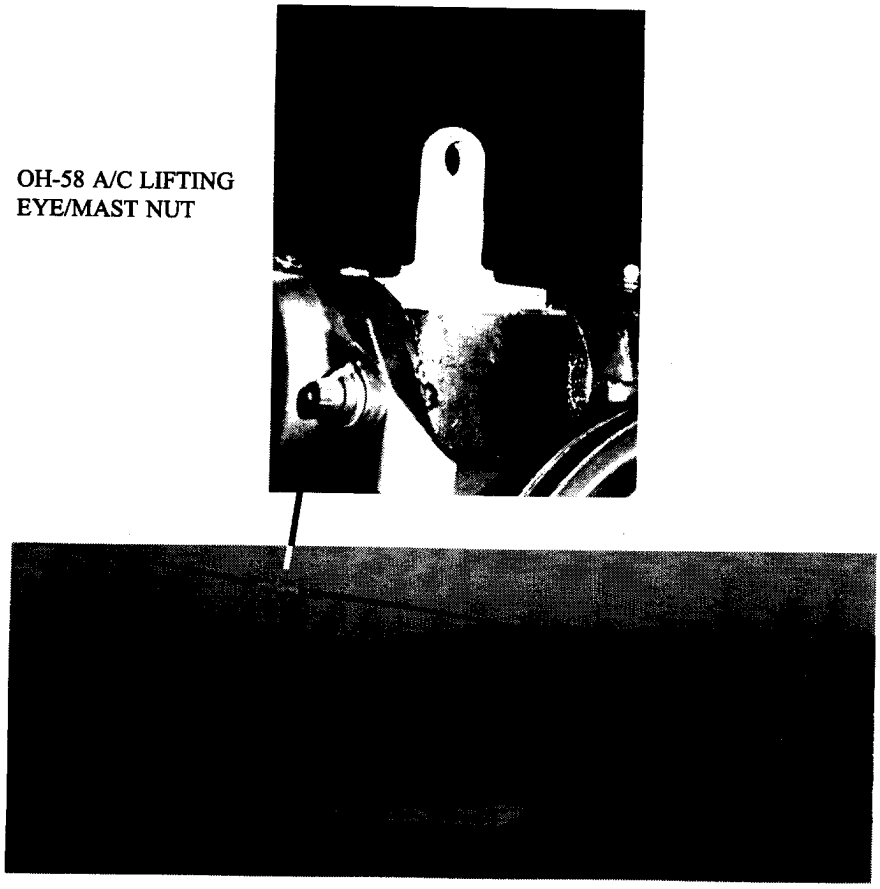
TH-57B/C Sea Ranger
Hoisting and Jacking/Tiedown Points

1. SLOTTED PLATE
2. HOISTING CABLE AND CLEVIS
3. MAIN ROTOR MAST NUT
4. MAIN ROTOR TIEDOWN
5. TAIL ROTOR STRAP
6. JACK AND JACK PAD/ TIEDOWN FITTINGS
7. LEVELING PLATE
8. PLUMB BOB

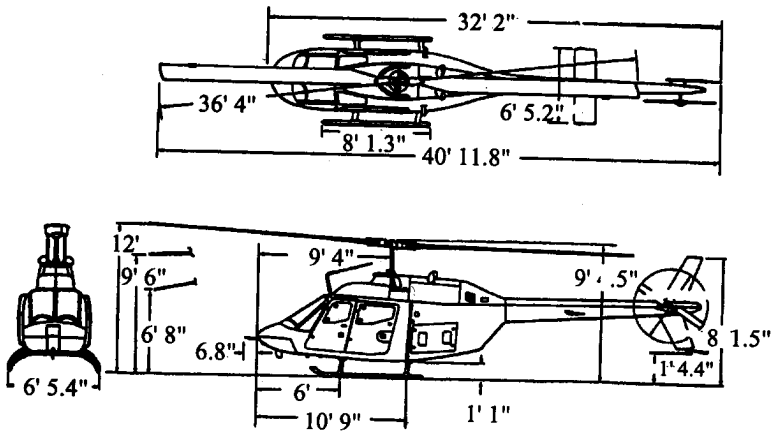


OH-58C Helicopter

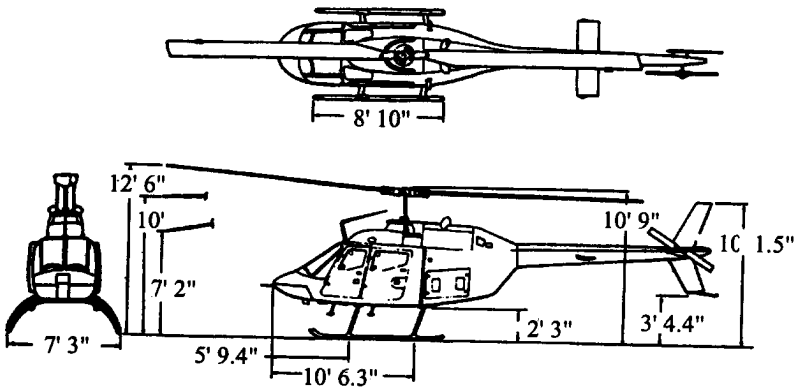
OH-58 A/C LIFTING EYE/MAST NUT



OH-58 A/C Helicopter

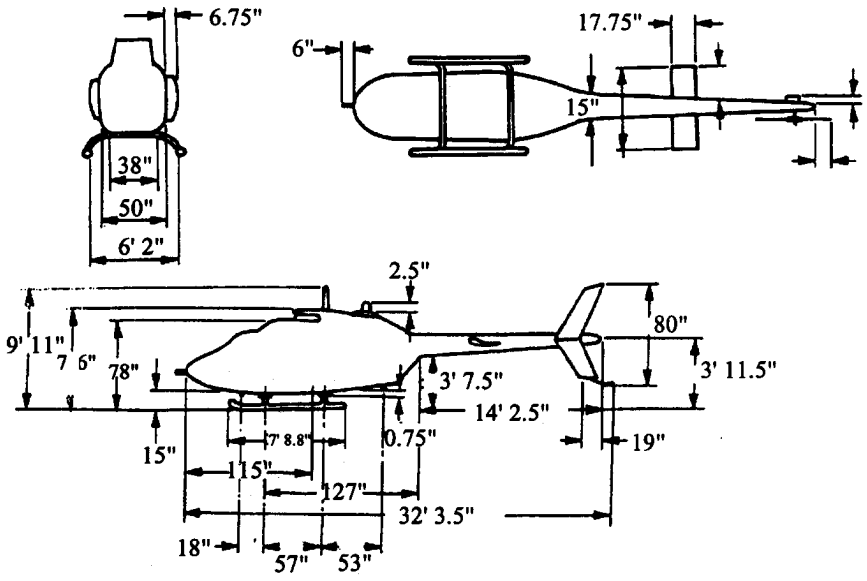


STANDARD SKID GEAR



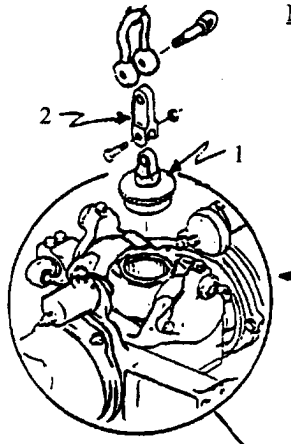
HIGH SKID GEAR

OH-58 A/C Helicopter



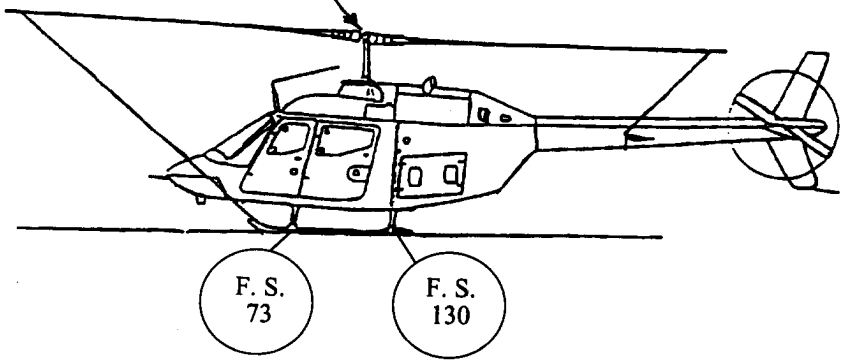
Hoisting Adapter for OH-58 A/C

SEE
DETAIL A



NOTES: 1. ENSURE THAT STRAP SIDE OF MAIN RO TOR TIEDOWN BOOT IS ON TOP SIDE OF BLADE AND DRAIN HOLE IS POSITIONED AT BOTTOM OF BLADE.
2. TWO DIFFERENT STYLES OF MAIN ROTOR RETAINING NUTS ARE IN USE. EACH STYLE REQUIRES A DIFFERENT ADAPTER.

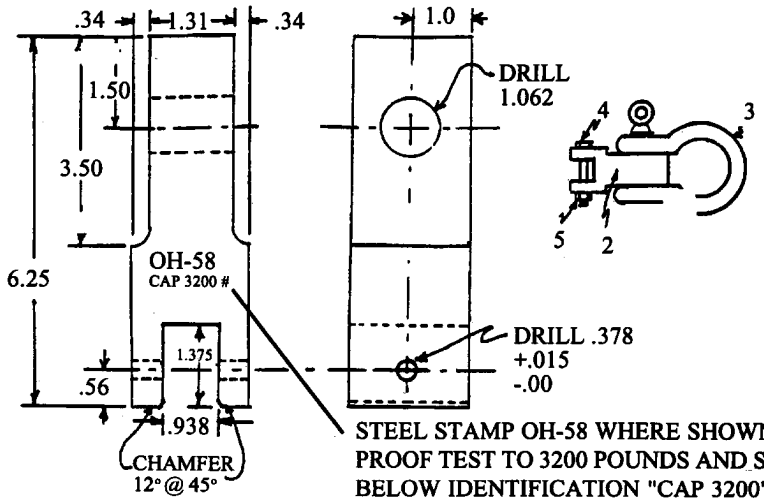
1. MAST NUT (MAIN ROTOR RETAINING NUT)
2. HOISTNG ADAPTER (LOCAL MANUFACTURE) SEE DETAIL A



F. S. 73

F. S. 130

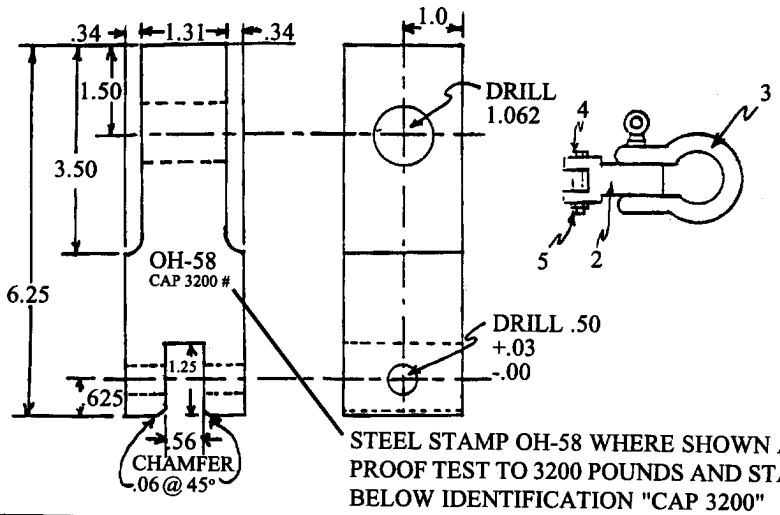
OH-58 A/C Hoisting Adapter
Detail A



ITEM NO.	QTY REQ.	PART	DESCRIPTION	SPEC.	NOTES
1		ASSEMBLY, SHACKLE ADAPTER FOR OH-58			
2	1	ADAPTER	2" x 2" x 6-1/4"	M1020 STEEL	BAR STOCK
3	1	SHACKLE		AN116-14	OR EQUAL
4	1	BOLT CLOSE TOL.	3/8"-24UNF x 2-1/2"	NAS6206L32	OR EQUAL
5	1	NUT	3/8"-24UNF	AN315C6R	OR EQUAL

NOTES:
1. MAKE FROM 2" BAR STOCK M1020 MERCHANT QUALITY HOT ROLLED SQUARE (LOW CARBON) STEEL MATERIAL.
2. MILL 2 SIDES ONLY.
3. DRAWING NOT TO SCALE, ALL DIMENSIONS IN INCHES - TOLERANCE ±.031"

OH-58 A/C Hoisting Adapter
Detail A

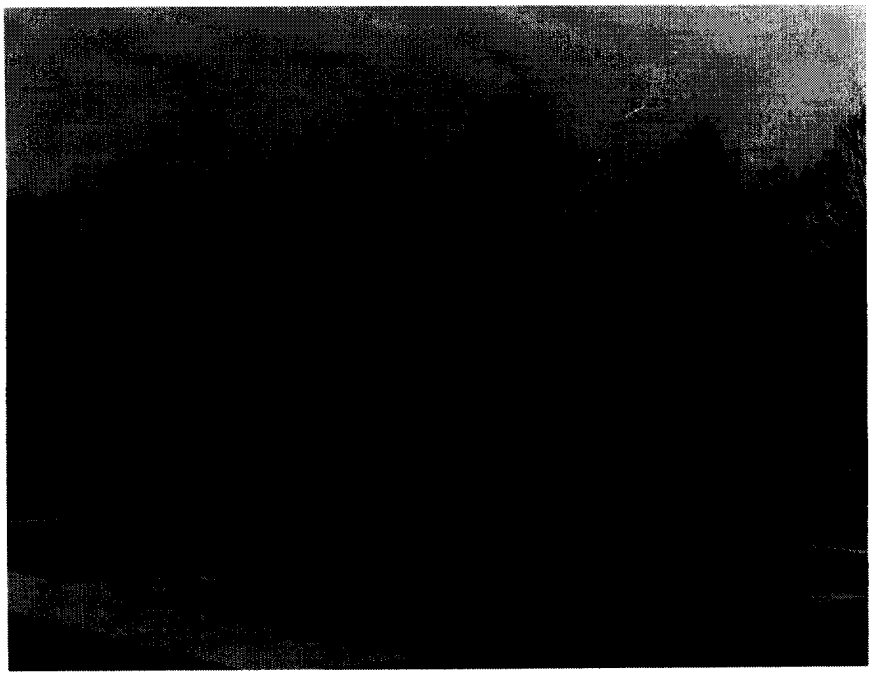


STEEL STAMP OH-58 WHERE SHOWN AND PROOF TEST TO 3200 POUNDS AND STAMP BELOW IDENTIFICATION "CAP 3200"

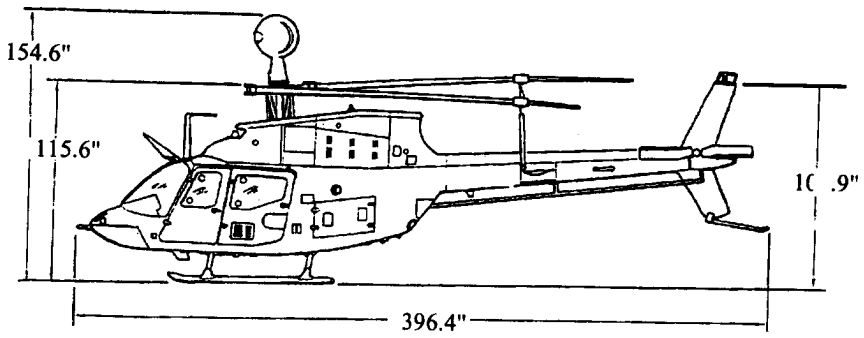
ITEM NO.	QTY REQ.	PART	DESCRIPTION	SPEC.	NOTES
1		ASSEMBLY, SHACKLE ADAPTER FOR OH-58			
2	1	ADAPTER	2" x 2" x 6-1/4"	M1020 STEEL	BAR STOCK
3	1	SHACKLE		AN116-14	OR EQUAL
4	1	BOLT CLOSE TOL.	1/2-20UNF x 2.6	NAS6209L32	OR EQUAL
5	1	NUT	1/2-20UNF	AN315C8R	OR EQUAL

NOTES:
1. MAKE FROM 2" BAR STOCK M1020 MERCHANT QUALITY HOT ROLLED SQUARE (LOW CARBON) STEEL MATERIAL.
2. MILL 2 SIDES ONLY.
3. DRAWING NOT TO SCALE, ALL DIMENSIONS IN INCHES - TOLERANCE ±.031"

OH-58D Helicopter



OH-58D Helicopter



NOTES: 1. DO NOT USE SLING ASSEMBLY HOISTING SET NSN 4920-01-236-9827 FOR AERIAL RECOVERY.

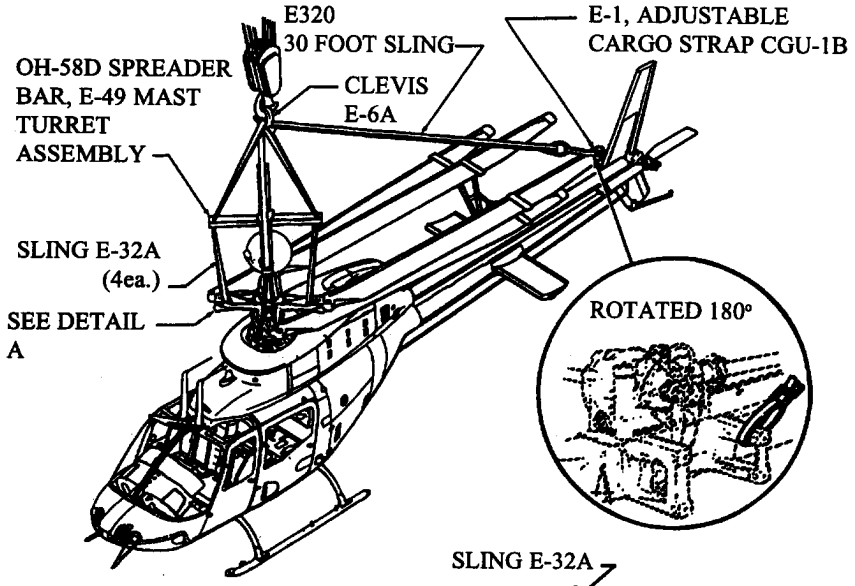
2. REMOVAL OF MAST MOUNTED SIGHT PRIOR TO HOISTING IS RECOMMENDED DURING PEACE TIME MOVEMENTS.

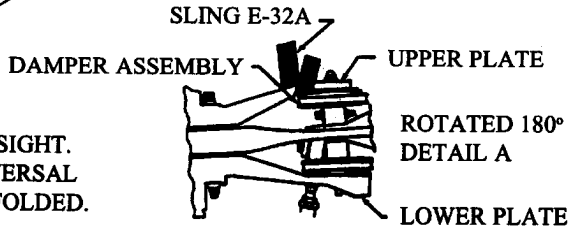
3. USE APEX FITTING ASSEMBLY PN 38850-0004-045, NSN 4030-01-048-4045 (10,000 POUNDS) WITH LOWER STRAPS PN 14198G102 FOR HOISTING.

OH-58D Sling Assembly

CAUTION

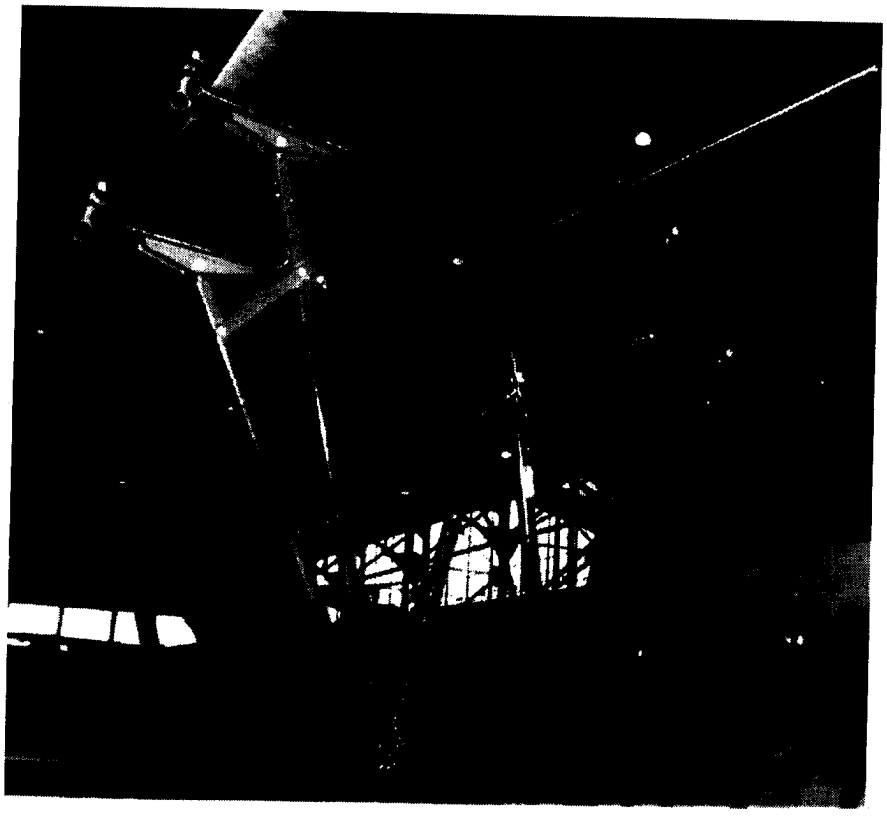
AFTER COMPLETION OF THE LO/LO OPERATION, ENSURE THAT THE HELICOPTER IS FIRMLY ON THE GROUND AND HAVE GROUND CREWMEMBER HOLD THE SPREADER BAR ASSEMBLY OFF THE TOP OF THE MAST TURRET ASSEMBLY BEFORE DISCONNECTING THE SLING LINK TO PREVENT THE SPREADER BAR FROM DAMAGING THE MAST TURRET ASSEMBLY AND THE HELICOPTER.



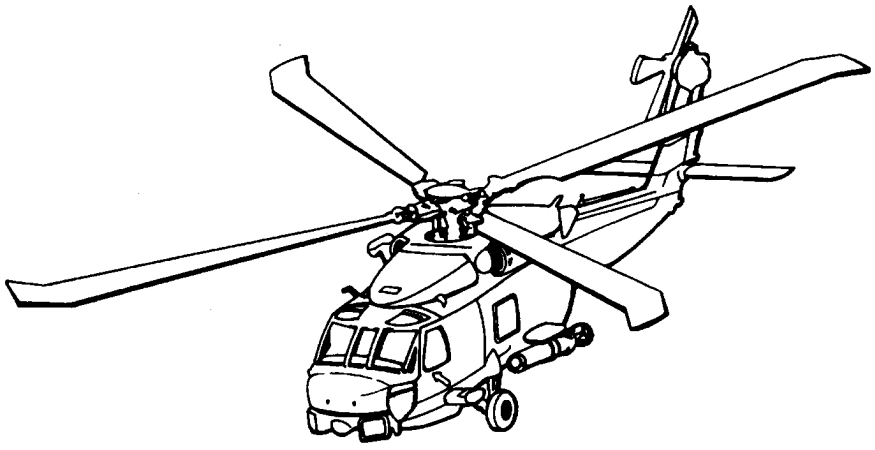


NOTES:
1. WITH OR WITHOUT SIGHT.
2. FOR OH-58D(I), UNIVERSAL WEAPONS MUST BE FOLDED.

OH-58D Blade Folding Bracket



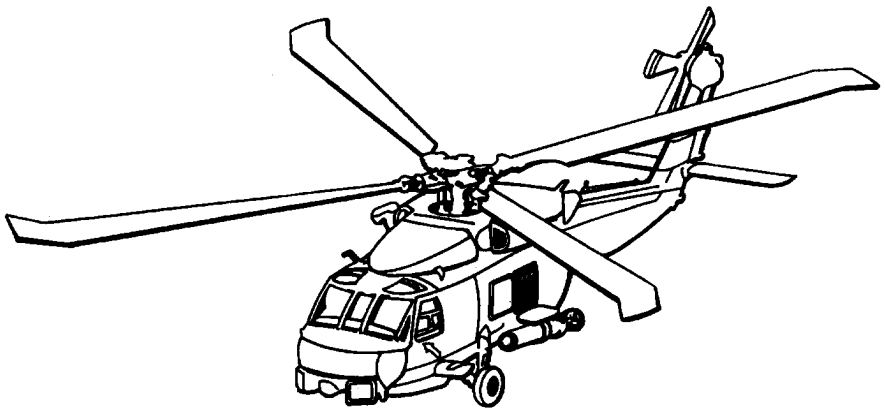
HH-60J Helicopter



DIMENSIONS*	HH-60J
ROTOR DIAMETER	53 FT 8 IN
LENGTH (OVERALL)	64 FT 10 IN
LENGTH (FOLDED)	40 FT 11 IN
HEIGHT (OPERATING)	17 FT
HEIGHT (FOLDED)	13 FT 3 IN
WIDTH (FOLDED)	10 FT 8.5 IN

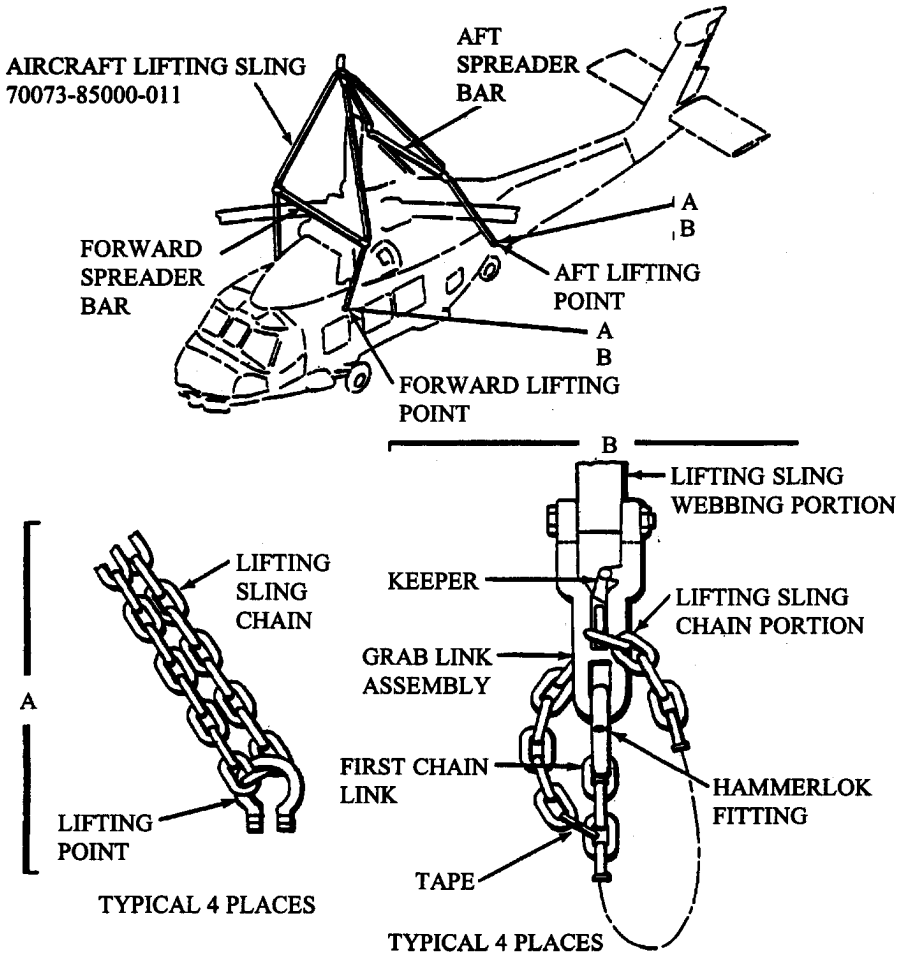
* FOR DRAWING WITH DIMENSIONS, SEE PAGES A-53 AND A-54

SH-60B Seahawk



DIMENSIONS	SH-60B
ROTOR DIAMETER	53 FT 8 IN
LENGTH (OVERALL)	64 FT 10 IN
LENGTH (FUSELAGE)	50 FT
LENGTH (BLADES AND PYLON FOLDED)	40 FT 11 IN
HEIGHT (MAST)	12 FT 6 IN
HEIGHT (TOP OF TAIL ROTOR)	17 FT
HEIGHT (FOLDED)	13 FT 3 IN
WIDTH (W/HORIZONTAL STABILIZER)	14 FT 4 IN
WIDTH (MINIMUM)	10 FT 7 IN
WEIGHTS (IN POUNDS)	
BASIC	14,193
MAXIMUM TAKEOFF (INTERNAL)	20,800
MAXIMUM TAKEOFF (EXTERNAL)	21,700
MAXIMUM LANDING	21,700
MAXIMUM HOISTING	21,700
MAXIMUM JACKING	21,700
MAXIMUM TOWING	21,700

HH-60J and SH-60B Helicopter Hoist



HH-60J and SH-60B Hoisting Configurations

HELICOPTER CONFIGURATION	SLING ADJUSTMENT (LINKS)		CENTER OF GRAVITY
(SEE BELOW)	FORWARD	AFT	
A	34	80	364 INCHES
B	31	84	358 INCHES
C	29	88	351 INCHES
D	27	92	345 INCHES
E	24	100	333 INCHES

A MAIN ROTOR BLADES SPREAD
TAIL PYLON SPREAD
FUEL CELLS FULL

A MAIN ROTOR BLADES REMOVED
TAIL PYLON SPREAD
FUEL CELLS FULL

B MAIN ROTOR BLADES SPREAD
TAIL PYLON FOLDED
FUEL CELLS FULL

B MAIN ROTOR BLADES REMOVED
TAIL PYLON FOLDED
FUEL CELLS FULL

C MAIN ROTOR BLADES SPREAD
TAIL PYLON REMOVED
FUEL CELLS FULL

C MAIN ROTOR BLADES REMOVED
TAIL PYLON REMOVED
FUEL CELLS FULL

C MAIN ROTOR BLADES SPREAD
TAIL PYLON SPREAD
FUEL CELLS EMPTY

C MAIN ROTOR BLADES REMOVED
TAIL PYLON SPREAD
FUEL CELLS EMPTY

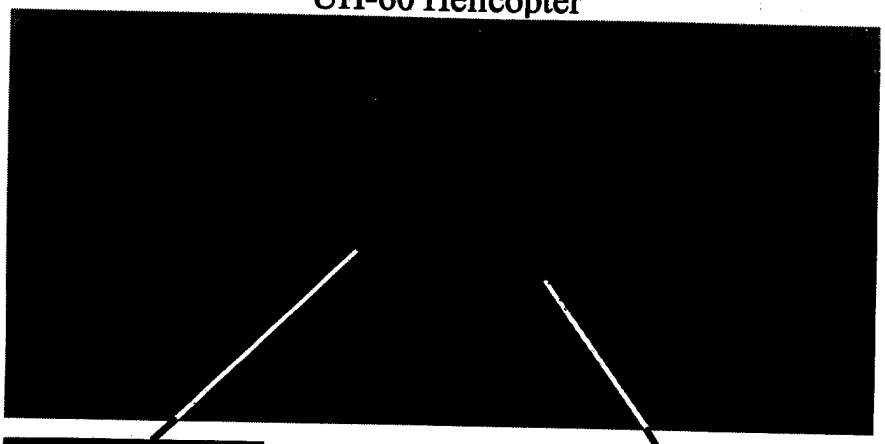
D MAIN ROTOR BLADES SPREAD
TAIL PYLON FOLDED
FUEL CELLS EMPTY

D MAIN ROTOR BLADES REMOVED
TAIL PYLON FOLDED
FUEL CELLS EMPTY

E MAIN ROTOR BLADES SPREAD
TAIL PYLON REMOVED
FUEL CELLS EMPTY

E MAIN ROTOR BLADES REMOVED
TAIL PYLON REMOVED
FUEL CELLS EMPTY

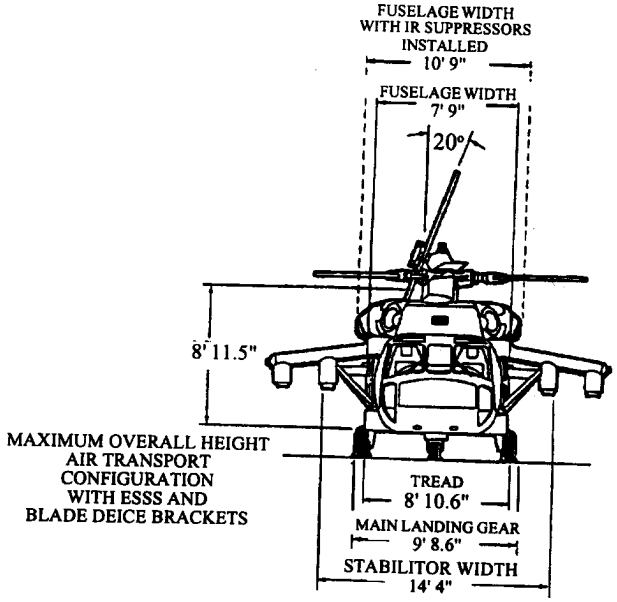
UH-60 Helicopter



UH-60 FORWARD
LIFTING/TIEDOWN POINT

UH-60 AFT LIFTING/
TIEDOWN POINT

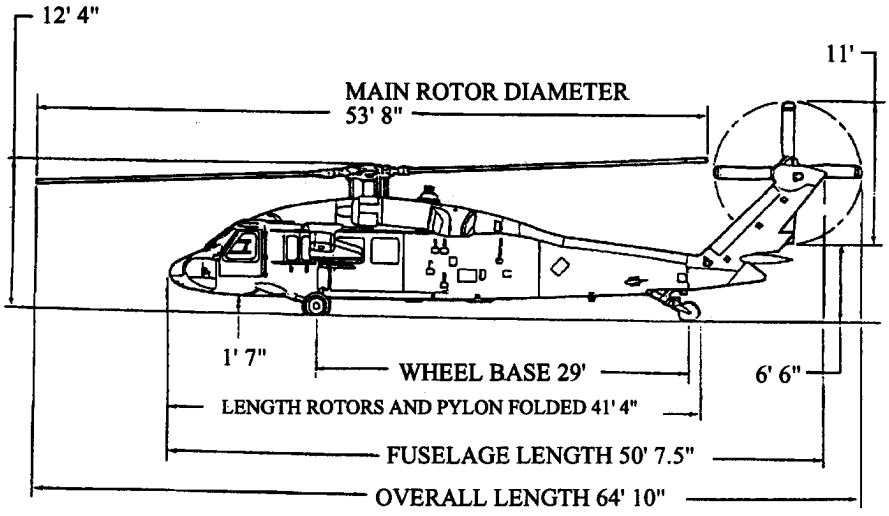
Dimensions of UH-60 Helicopter



NOMENCLATURE	DIMENSIONS (IN.)			SHIPPING WEIGHT (LB)
	LENGTH	WIDTH	HEIGHT	
UH-60 A MODEL	600.75[1]	129[2]	148[3]	17,000
SH-60	608[1]	129[2]	148[3]	15,550
VH-60	608[1]	129[2]	148[3]	17,150
HH-60	608[1]	129[2]	148[3]	15,550

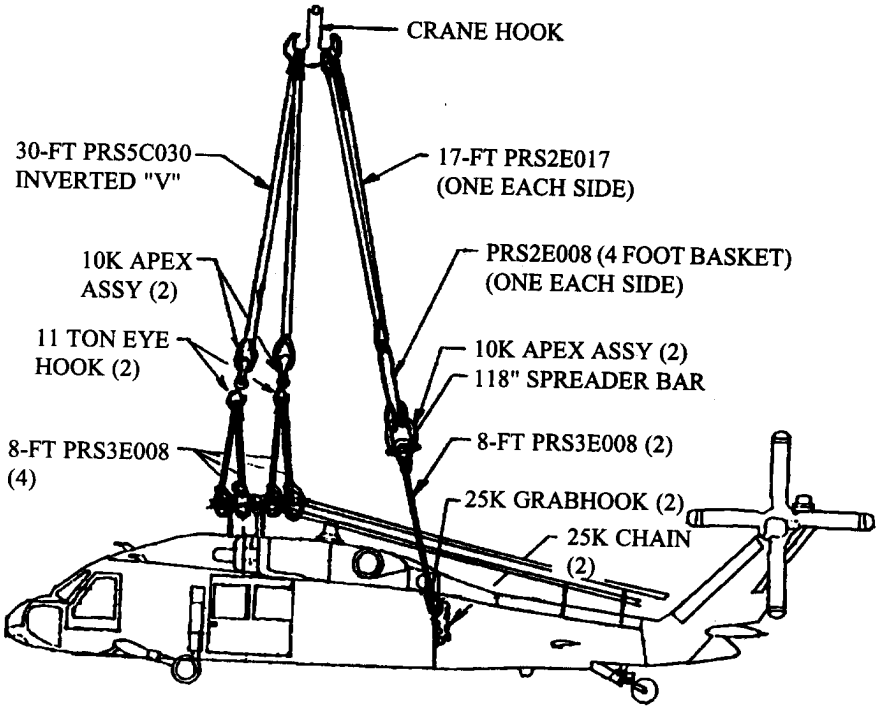
[1] LENGTH IS 496 INCHES WITH ROTORS & PYLON FOLDED.
[2] WIDTH WITH IR SUPPRESSORS REMOVED IS 117 INCHES.
[3] MAXIMUM OVERALL HEIGHT IS 105 INCHES FOR AIR TRANSPORT.

Dimensions of UH-60 Helicopter

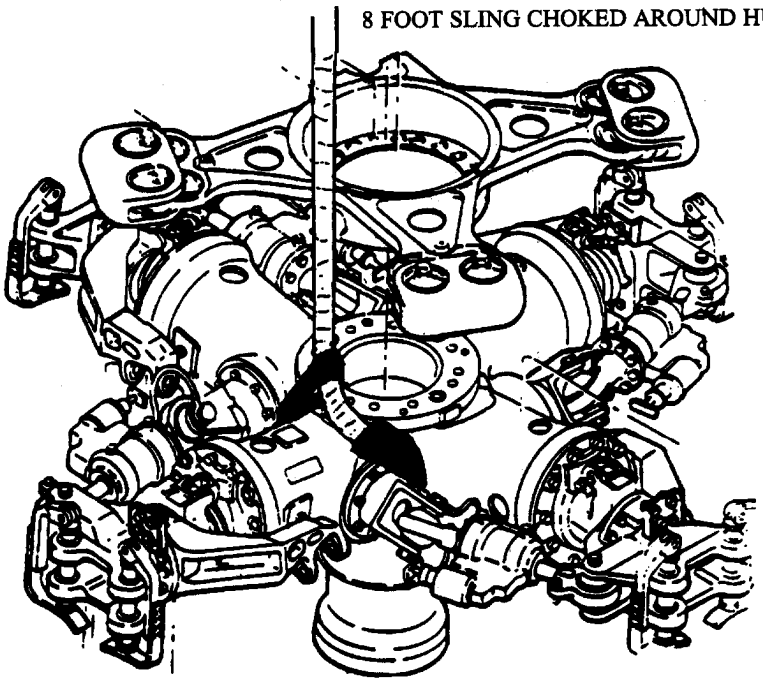


NOTE: FOLDING THE TAIL PYLON AND REMOVING THE STABILITOR MAY BE REQUIRED FOR SUFFICIENT HELICOPTER SPACING.

UH-60/EH-60 Helicopter Rigged for Lifting

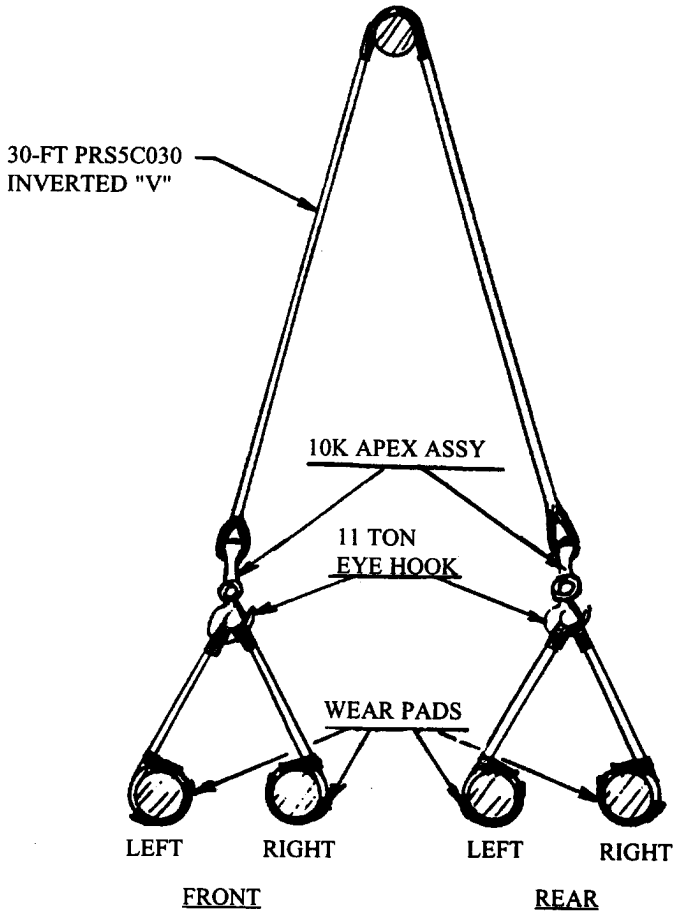


UH-60/EH-60 Rotor Head Rigging Showing Position of One 8-Foot Round Sling

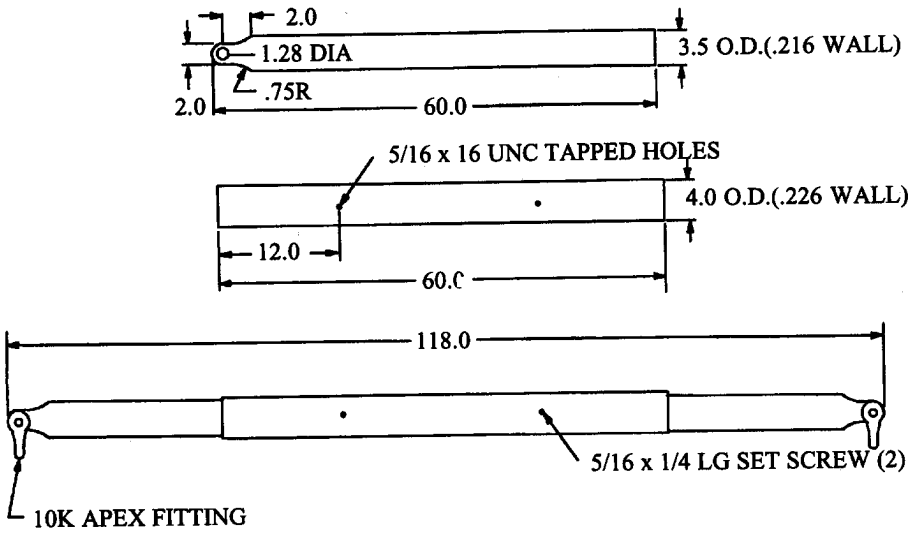


UH-60 ROTOR HUB ASSEMBLY

Rotor Hub Sling Assembly



UH-60 Lifting Spreader Bar



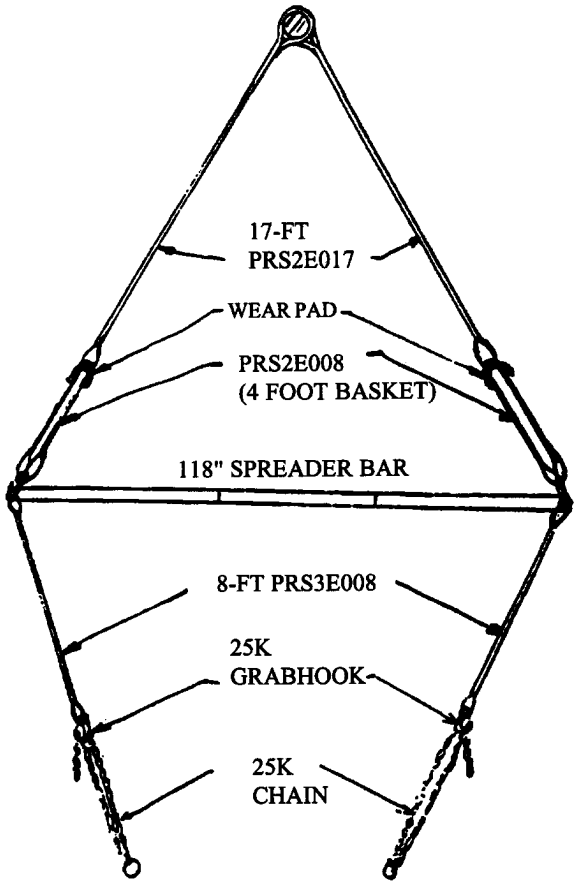
SCHEDULE 40 ALUMINUN PIPE 6061T6

WEIGHT WITHOUT APEX FITTING IS 29 LBS

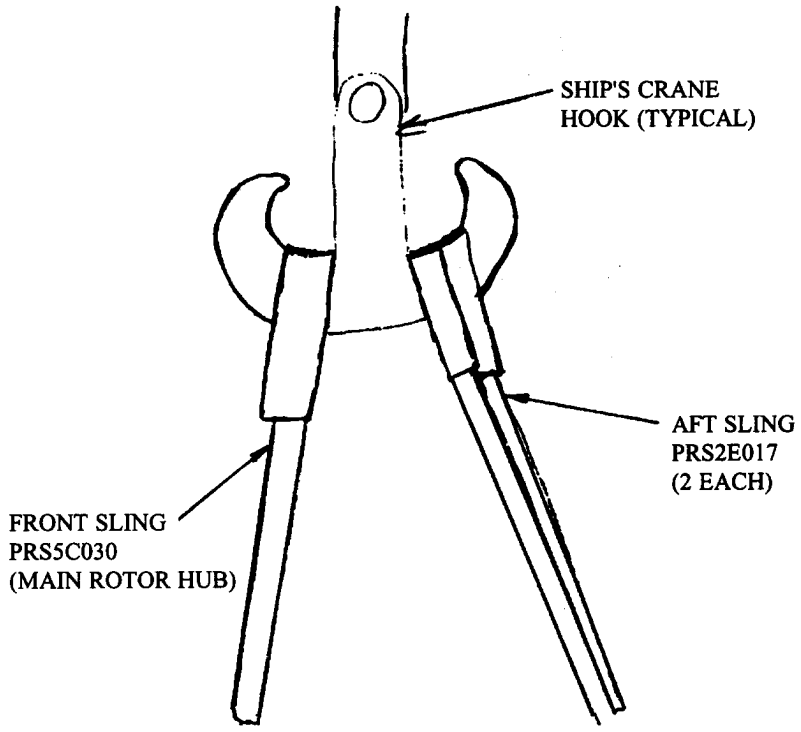
WEIGHT COMPLETE IS 38 LBS

NOTE: ALL DIMENSIONS ARE IN INCHES.

Aft Lifting Sling Configuration

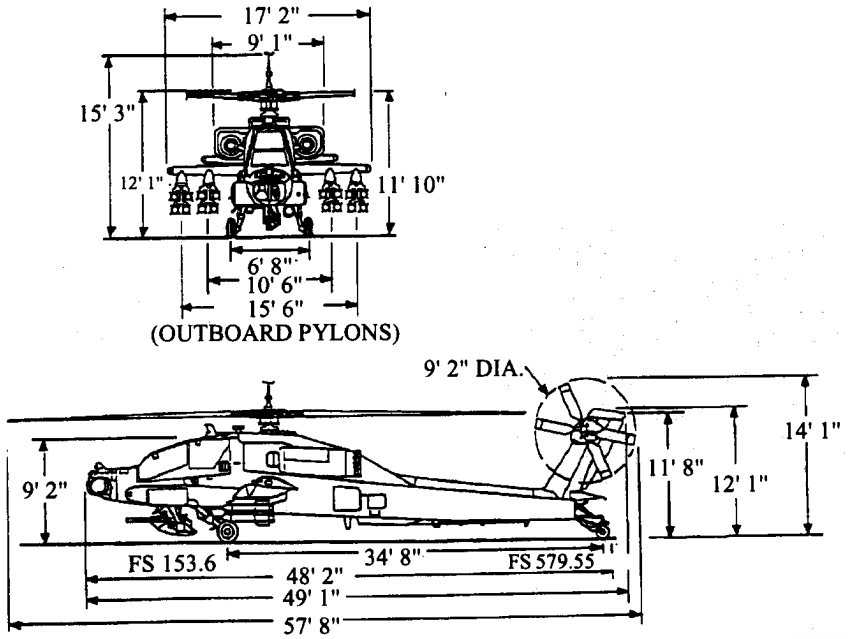


Attachment to Duplex Crane Hook



AH-64 Helicopter

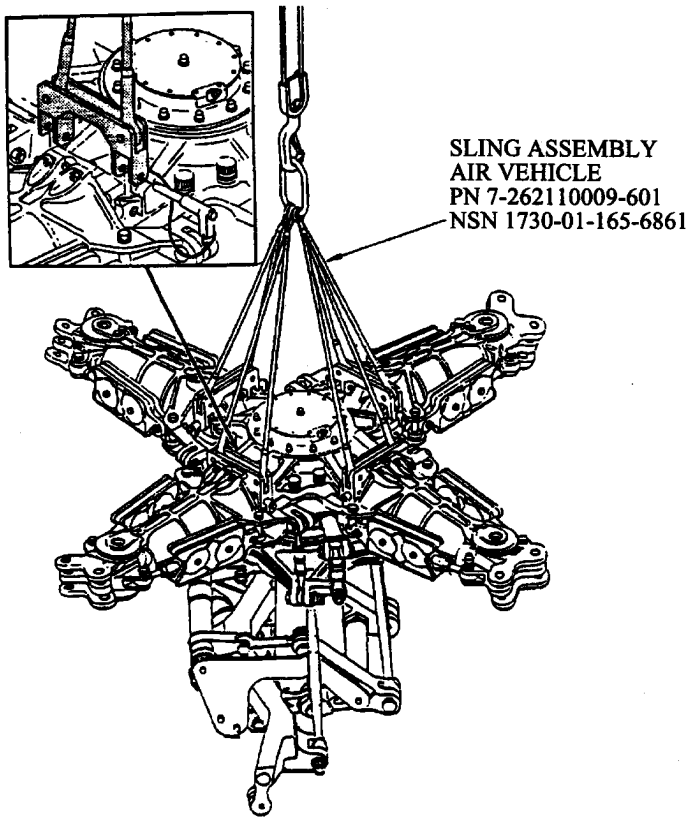
AH-64 Helicopter



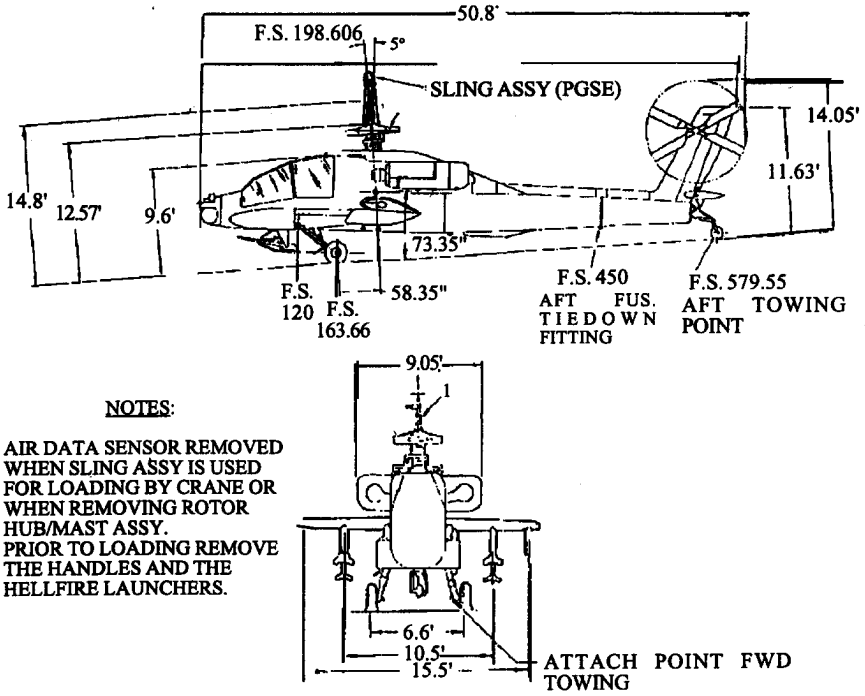
NOMENCLATURE	DIMENSIONS (IN.)			SHIPPING WEIGHT (LB)
	LENGTH	WIDTH	HEIGHT	
AH-64 w/Rotor blades	609	123[1]	183[2]	13,268[3]
AH-64 w/o Rotor blades	589	123[1]	183[2]	12,620[3]

1 FOLDED WINGS. OPERATIONAL WIDTH IS 212.4 INCHES.
2 OVERALL HEIGHT. KNEELED POSITION HEIGHT IS 177.6 INCHES.
3 WEIGHT INCLUDES 3/4 FUEL BUT EXCLUDES AMMUNITION & MISSILES.

AH-64 Helicopter
Sling Assembly Air Vehicle



AH-64A Helicopter With Wings

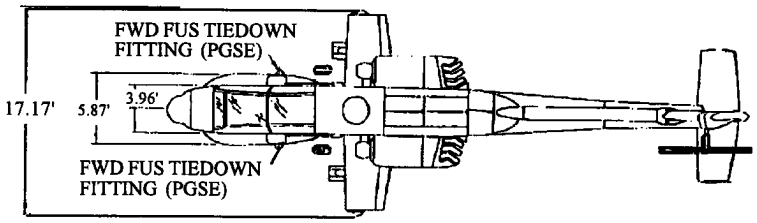


NOTES:

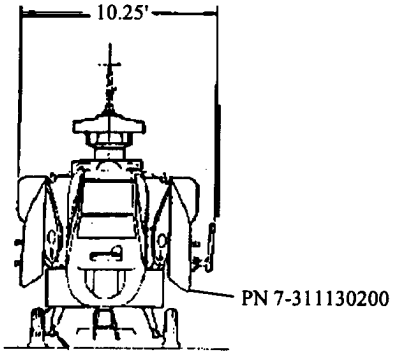
1. AIR DATA SENSOR REMOVED WHEN SLING ASSY IS USED FOR LOADING BY CRANE OR WHEN REMOVING ROTOR HUB/MAST ASSY.
2. PRIOR TO LOADING REMOVE THE HANDLES AND THE HELLFIRE LAUNCHERS.

NOMENCLATURE	F. S.	NSN	PN
FWD FUS TIEDOWN FITTING	120.0	1740-01-242-7265	7-367310009
HUB\MAST ASSY	198.6	1560-01-179-0773	7-319720004-3
SLING ASSY (PGSE)	198.606	1730-01-165-6861	7-262110009-601
AFT FUS. TIEDOWN FITTING	450.0	1740-01-250-0047	7-367310005-601
AFT TOWING POINT	579.55	NA	NA

AH-64A Helicopter (Top View)



AH-64A Helicopter With Wings Stowed



WINGS REMOVED AND STOWED,
WING STOW KIT USED

NOTES

APPENDIX B

Tiedown Guide for Helicopters

Page

Tiedown Procedure

The procedures provided herein are to be used as a general guide only; refer to the appropriate preparation for shipment manual listed in the Bibliography for approved procedures

A. General

1. Use the tiedown diagrams and procedures published in the aircraft preparation for shipment manuals.

2. Inspect all tiedown equipment prior to movement to the staging area.

3. Aircraft maintenance personnel will supervise tiedown (lashing) of helicopters. The shipping unit provides technical assistance on their aircraft tiedown.

4. Chock all wheels.

5. Ground aircraft to transporter using grounding cables. Usage of chain tiedown will ground helicopters.

6. Place wood under the entire length of the helicopter skids to prevent sparking of the skid shoes on the steel deck.

7. Maintain at least 12 to 18 inches clearance between helicopters and the bulkheads (UH-60 series might require more).

8. Blocking and bracing (shoring) between helicopters is not authorized.

9. Ensure that tiedown chains do not chafe on helicopters.

10. Do not attempt to preload tiedown straps on mooring fittings. All tiedowns are to be tightened only until slack is removed. Over tensioning tiedowns can damage the aircraft.

11. Make sure shrink wrap film does not cover up tiedown provisions.

B. Tiedown material

TABLE 1
REQUIRED TIEDOWN DEVICES

Item	National Stock Number	Quantity Required Per Aircraft					
		AH-1	UH-1*	CH-47	OH-58	UH-60	AH-64
MB-1 chain	1670-00-516-8405	10	16	18	6	12	8
MB-1 devices	1670-00-212-1149	10	16	18	6	12	8
CGU-1B straps	5340-00-980-9277				4		

* Pad UH-1 skid cuffs to prevent damage from chains (old fire hose works well). Ensure that tiedown shackles are installed on bell mooring/jacking points. Replace the standard shackles with AH-1 type shackles (part number 209-033-301-101, NSN 1560-01-091-9846) on UH-1 (four each) and OH-58 (three each) series aircraft to simplify tiedown.

C. Marine Shipping

1. General

Tiedown points on vessels are normally very limited. Tiedown chain angles on helicopters are critical. To provide helicopter tiedown points, run vessel lashing gear (chains) between vessel tiedown points. Connect additional lashing gear, as required, to provide a grid on the vessel deck that will provide tiedown points at the required angles. These chains should be as tight as possible and in place before any helicopter tiedown chains are installed. Follow the instructions below and proceed as illustrated (page B-5) in the attached sketch:

a. Place helicopters as required.

b. Install wheel chocks as required.

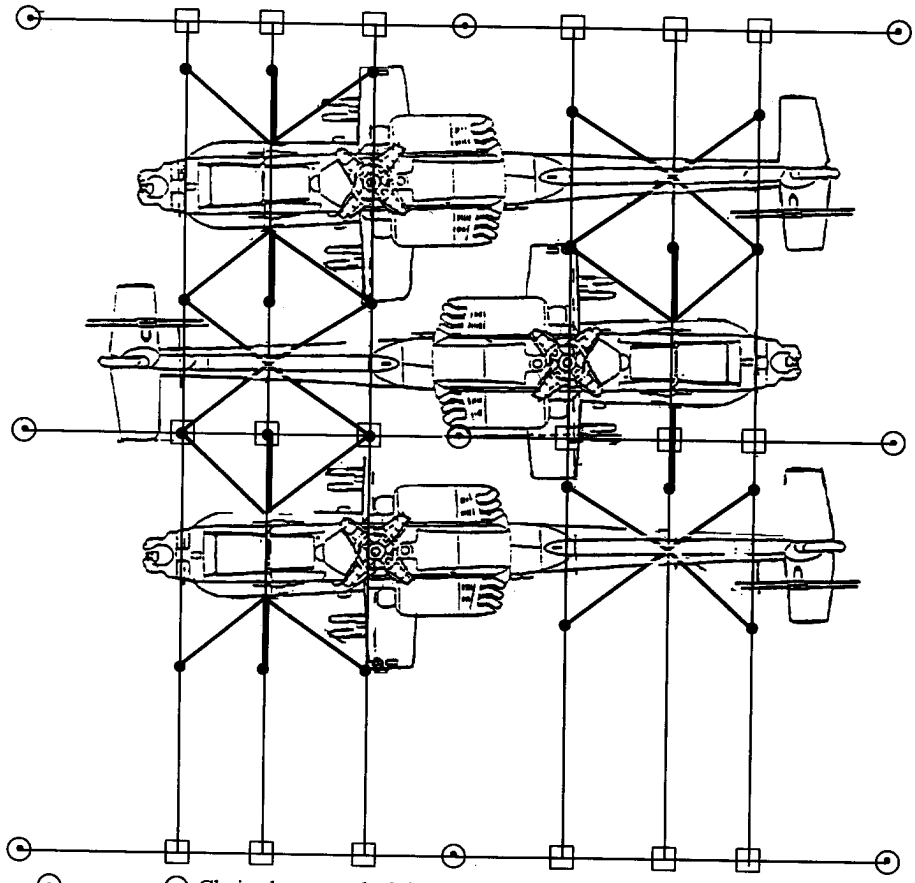
c. Connect chains (vessel's lashing gear) between deck lashing points as appropriate. Make these chains as tight as possible using either CGU-1/B (5,000 lb), MB-1 (10,000 lb), or MB-2 (25,000 lb) tiedown devices (page B-6).

d. Connect chains between "deck chains" as required to provide tiedown points. Make these chains also as tight as possible.

e. Install helicopter tiedown as shown in figure B-5. They are to be tightened enough to remove slack. If tiedown chains and straps are too slack, the helicopters will be damaged due to movement. Over-tightening will also cause structural damage.

2. Helicopter Marine Restraint

Dunnage is not required or authorized as a restraint procedure for helicopters. Helicopters will be tied down with straps and chains. Tiedown tension will be just tight enough to eliminate all slack in the tiedown device. Over tightening may cause structural damage to the helicopter. Special procedures have been developed for OH-58 and UH-1 series helicopters because of inadequate tiedown provisions.

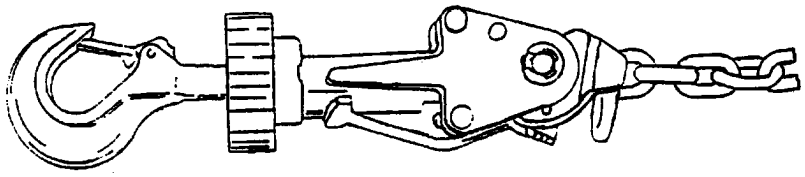


Chains between deck lashing points (DECK CHAINS). Install first and as tight as possible.

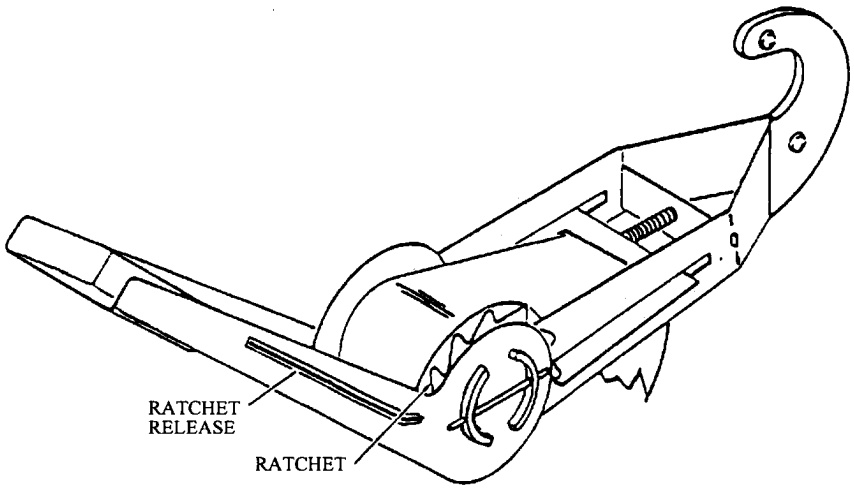
Tiedown chains. Install last and tighten only enough to remove slack.

Chains between DECK CHAINS. Install as tight as possible.

Helicopter Tiedown Devices

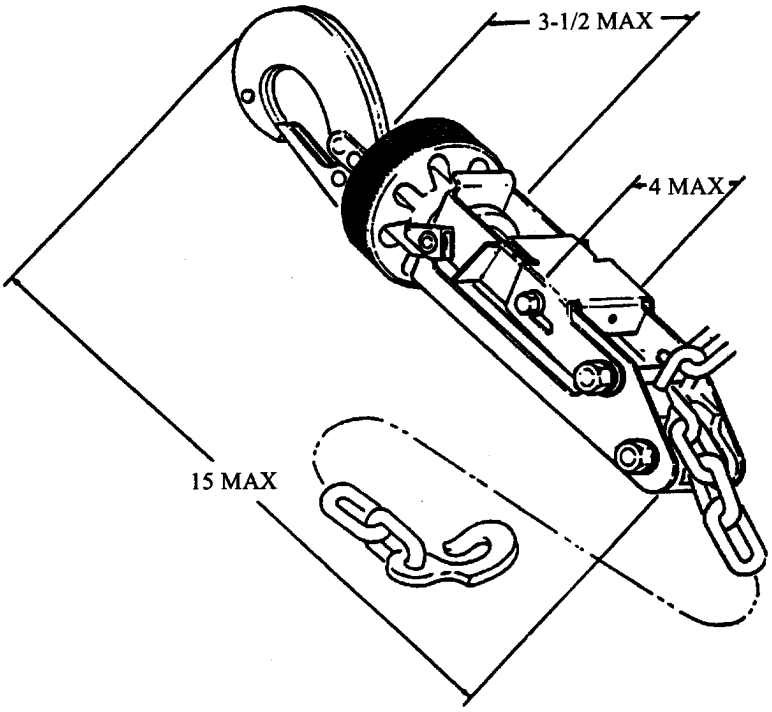


NOTES:
1. MB-1 (10,000-LB) TIEDOWN DEVICE NSN 1670-00-212-1149.
2. 10,000-POUND TIEDOWN CHAIN NSN 1670-00-516-8405.
3. MB-2 (25,000-LB) TIEDOWN DEVICE NSN 1670-00-212-1150.
4. 25,000-POUND TIEDOWN CHAIN NSN 1670-00-778-4079.



NOTE: CGU-1/B (5,000-LB) TIEDOWN DEVICE
NSN 1670-00-725-1437
P/N FE12687C240

MB-1 Chain Adjuster Assembly



MB-1 CHAIN ADJUSTER ASSEMBLY

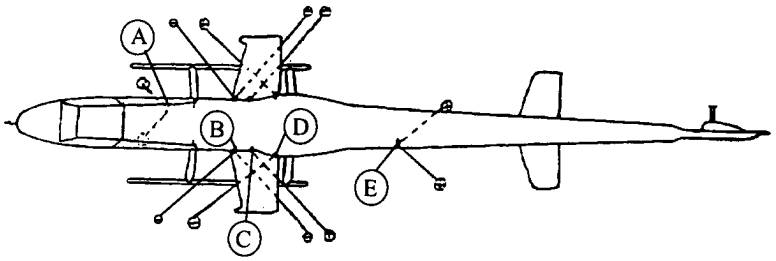
EASY LOADING
POSITIVE LOCK
ULTIMATE LOAD - 14,100 LB
MEETS REQ OF SPECIFICATION - MIL-T-25959 TYPE MB-1
TO BE USED WITH TYPE 1 CHAIN ASSEMBLY PER MIL-C-6458

QUICK RELEASE AT 10,000-LB LOAD
ADJUSTMENT TO ANY CHAIN LINK-PLUS 3-1/2" OF SCREW ADJUSTMENT.
WEIGHT - 3-1/2 LB MAXIMUM
HOOK - THROAT -8"
STEEL PARTS CADMIUM PLATED

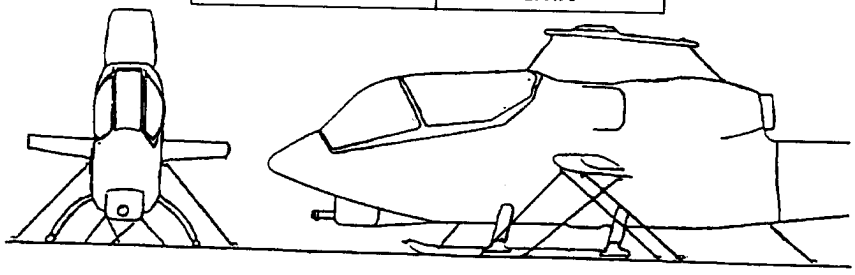
AH-1 Helicopter

AH-1 UNDER WING TIEDOWN FITTINGS

Tiedown Pattern, AH-1 Helicopter with Winglets Installed



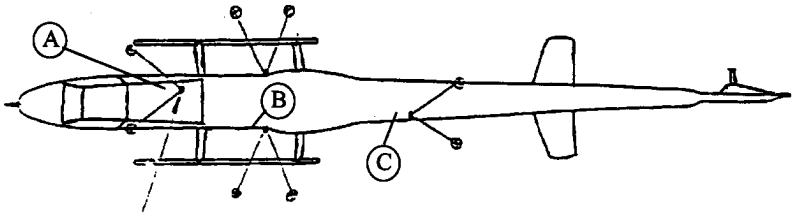
TIEDOWN POINT	F.S. LOCATION
A	139.35
B	187.30
C	197.67
D	212.63
E	299.90



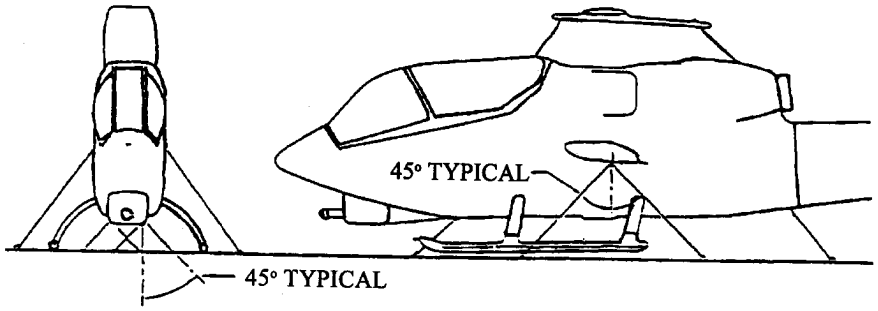
NOTES:

1. SECURE ALL TIEDOWN DEVICES AT AN ANGLE BETWEEN 30° AND 60°. 45° IS THE IDEAL.
2. USE ONLY MB-1 TIEDOWN DEVICES FOR SECURING HELICOPTERS. (12 REQD)
3. APPLY ONLY ENOUGH TENSION TO REMOVE FREE PLAY FROM THE TIEDOWN DEVICES.
4. SECURE TO PROVISIONS WITH TIEDOWN DEVICES RATED TO AT LEAST 10,000 LB.
5. FABRIC STRAPS MAY BE USED TO SECURE THE TAIL SKID FOR STABILITY.

Tiedown Pattern, AH-1 Helicopter with Winglets Removed



TIEDOWN POINT	F.S. LOCATION
A	139.35
B	197.67
C	299.90



NOTES:

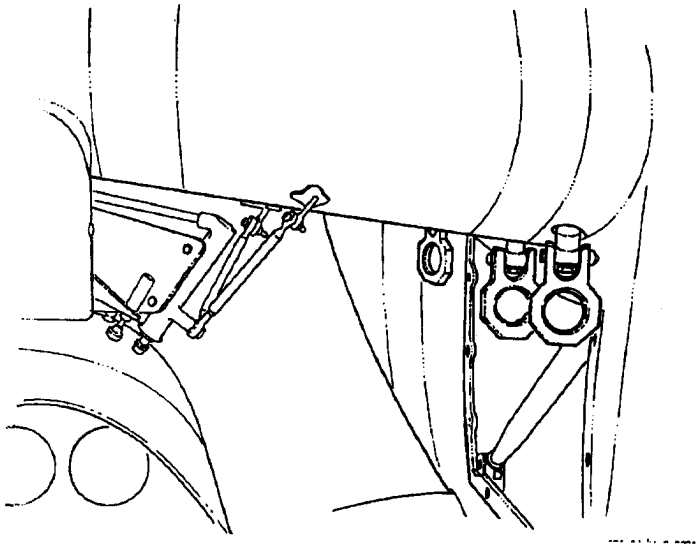
1 SECURE ALL TIEDOWN DEVICES AT AN ANGLE BETWEEN 30° AND 60°. 45° IS THE IDEAL.

2 USE ONLY MB-1 OR MB-2 TIEDOWN DEVICES FOR SECURING HELICOPTERS. (8 REQD)

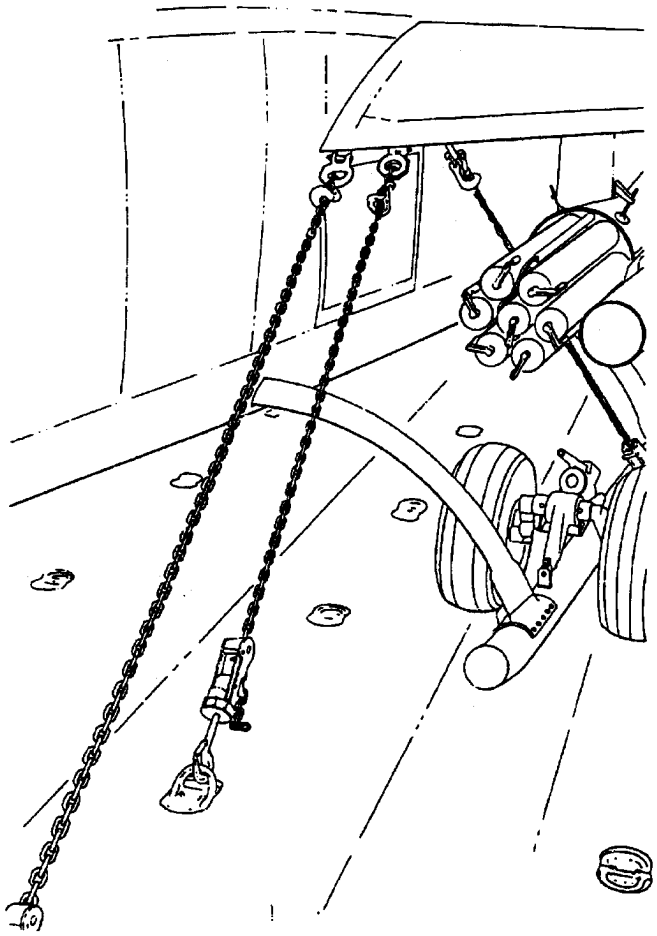
3 APPLY ONLY ENOUGH TENSION TO REMOVE FREE PLAY FROM THE TIEDOWN DEVICES.

4 SECURE TO PROVISIONS WITH TIEDOWN DEVICES RATED TO AT LEAST 10,000 LB. WHEN MB-1/2 ARE NOT AVAILABLE TIEDOWN DEVICES MAY BE COMBINED TO MEET THIS STRENGTH REQUIREMENT.

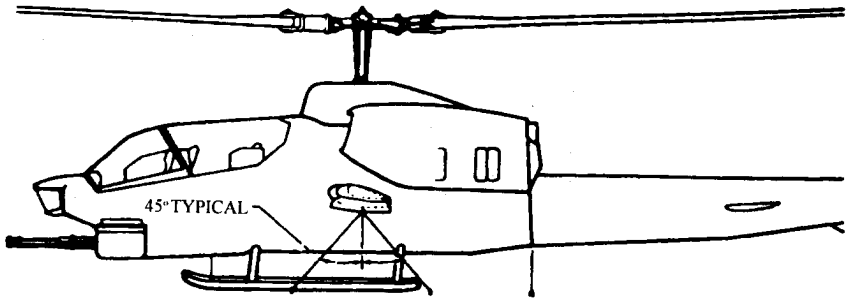
AH-1 Stub Wing Tiedown Clevises

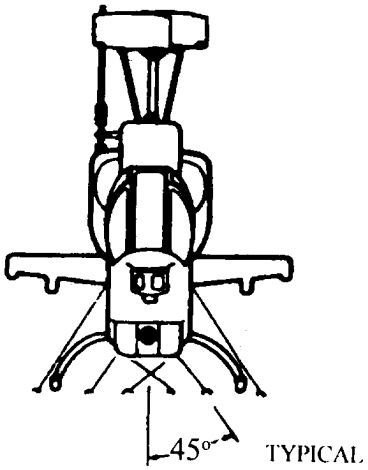


Tiedown of AH-1 Helicopter with Ground Handling Wheels and Protective Shoring

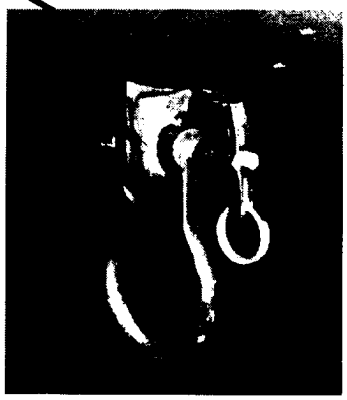


AH-1 Sea Cobra Tiedown Configuration





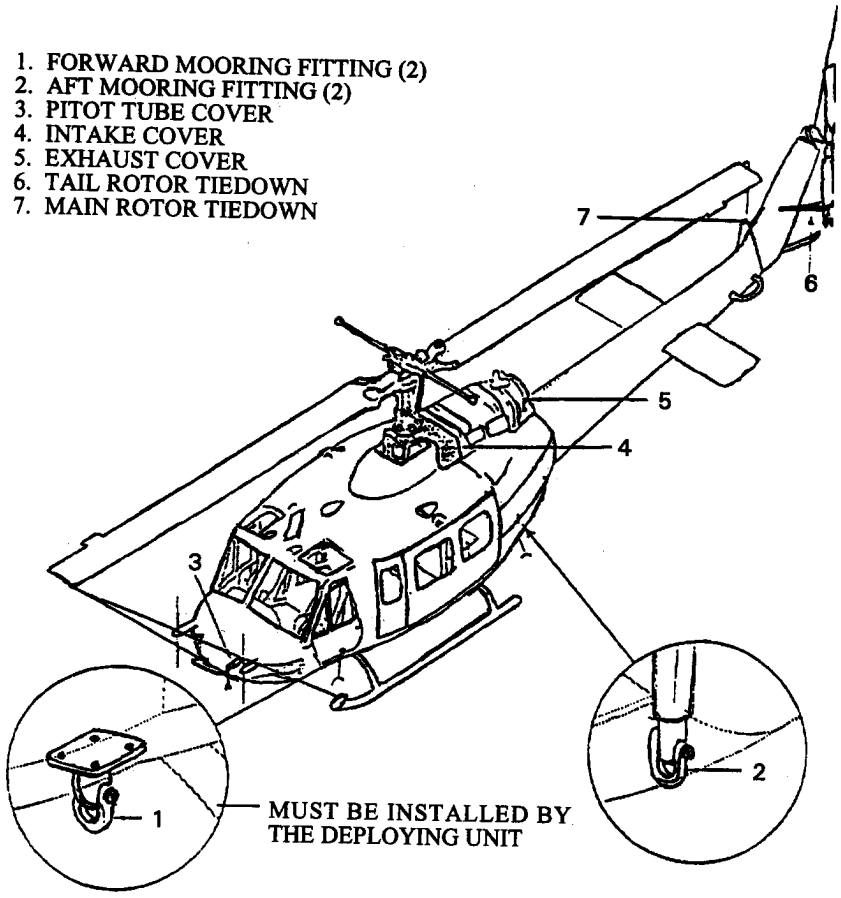
UH-1 Helicopter



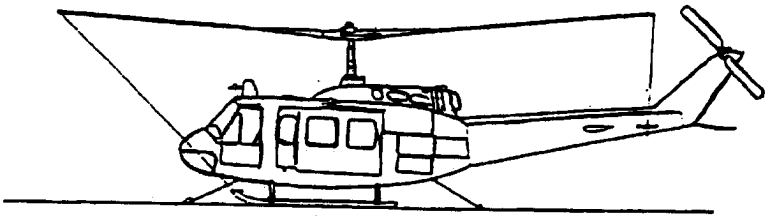
UH-1 TIEDOWN RING ATTACHED TO JACKING POINT

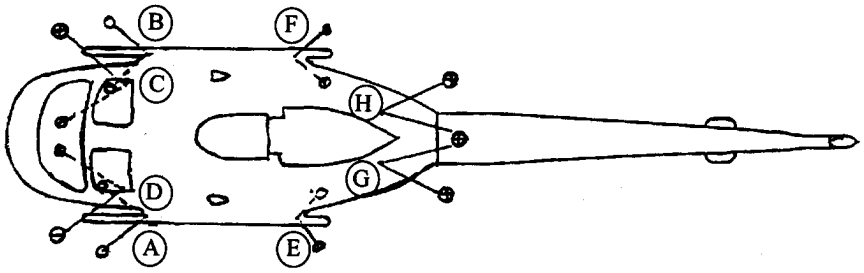
UH-1 Helicopter

1. FORWARD MOORING FITTING (2)
2. AFT MOORING FITTING (2)
3. PITOT TUBE COVER
4. INTAKE COVER
5. EXHAUST COVER
6. TAIL ROTOR TIEDOWN
7. MAIN ROTOR TIEDOWN



UH-1 Helicopter
Marine Transport





NOTES:

1 SECURE ALL TIEDOWN DEVICES AT AN ANGLE BETWEEN 30° AND 60°. 45° IS THE IDEAL.

2 USE MB-1 TIEDOWN DEVICES FOR SECURING HELICOPTERS. (16 REQD).

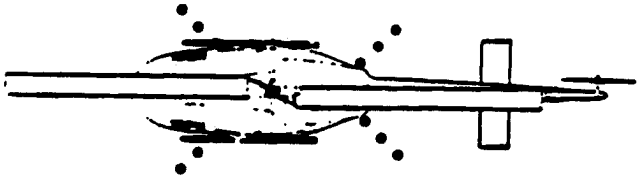
3 APPLY ONLY ENOUGH TENSION TO REMOVE FREE PLAY FROM THE TIEDOWN DEVICES.

4 SECURE TO PROVISIONS WITH TIEDOWN DEVICES RATED TO AT LEAST 10,000 LB.

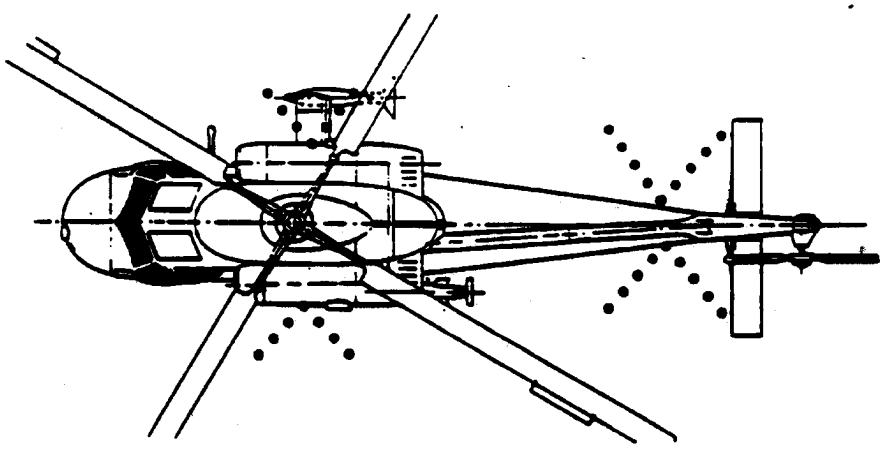
5 FABRIC STRAPS MAY BE USED TO SECURE THE TAIL SKID FOR STABILITY.

(A)(B)(E)(F) CUSHION SKIDS AND CROSSTUBES AT THESE POINTS TO PREVENT DAMAGE.

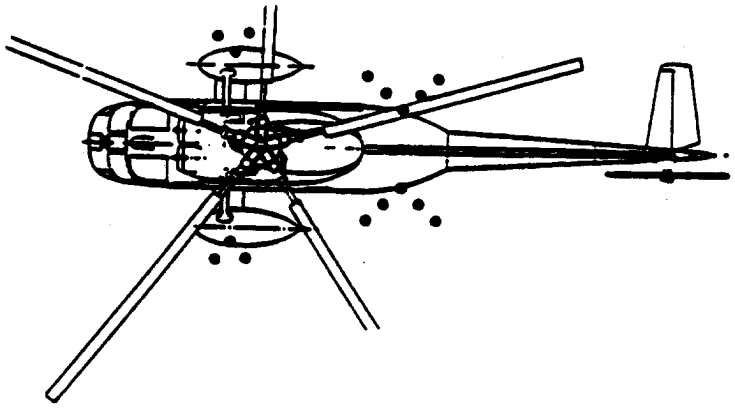
UH-1 Iroquois Tiedown Configuration



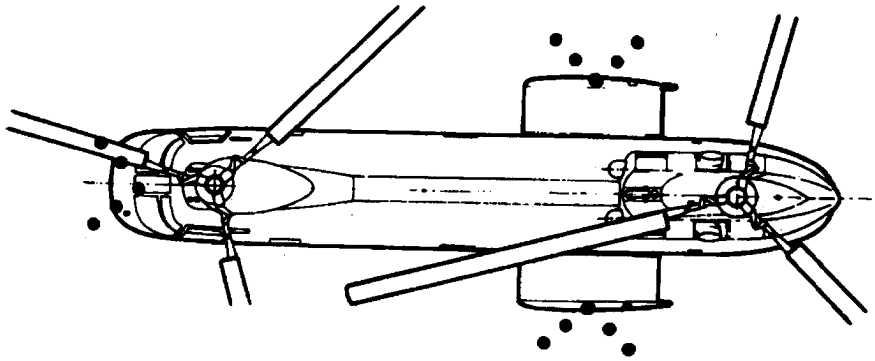
H-2 Sea Sprite Tiedown Configuration



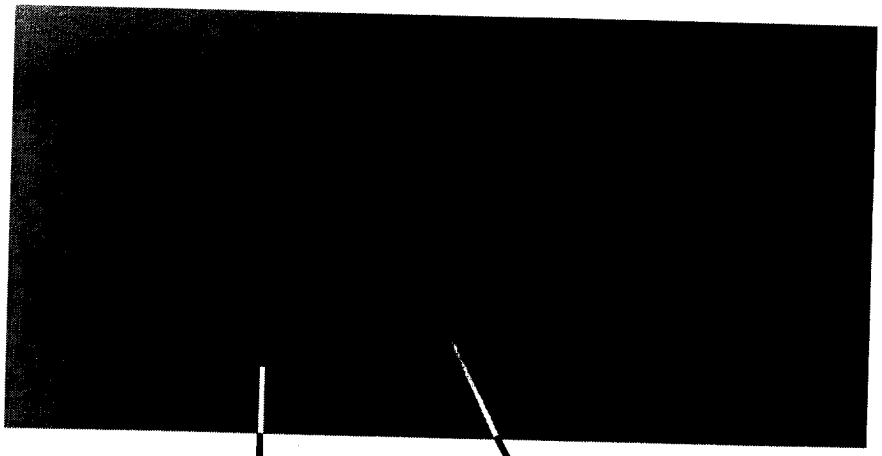
H-3 Sea King Tiedown Configuration



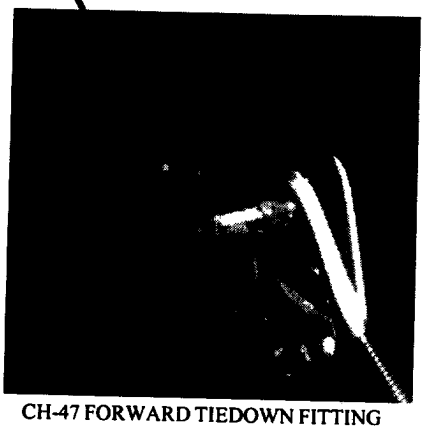
CH-46 Sea Knight Tiedown Configuration



CH-47 Helicopter

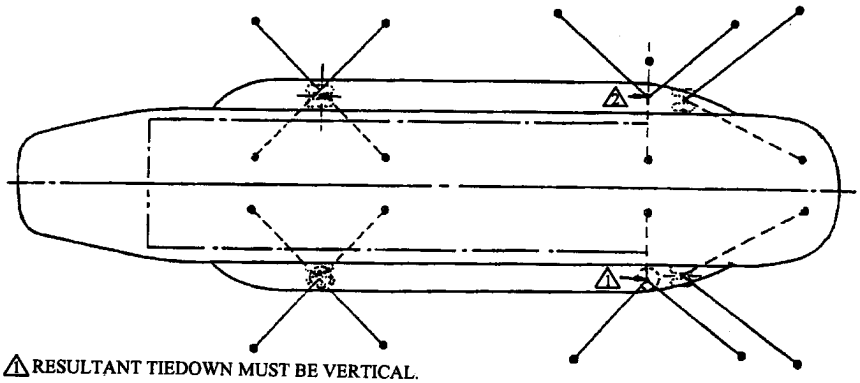


CH-47 AFT TIEDOWN FITTING



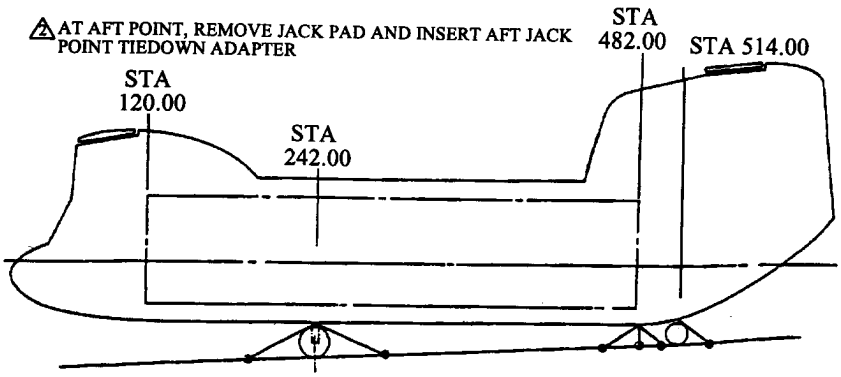
CH-47 FORWARD TIEDOWN FITTING

CH-47 Helicopter for Marine Transport



⚠1 RESULTANT TIEDOWN MUST BE VERTICAL.

⚠2 AT AFT POINT, REMOVE JACK PAD AND INSERT AFT JACK POINT TIEDOWN ADAPTER



NOTES:

1 SECURE ALL TIEDOWN DEVICES AT AN ANGLE BETWEEN 30° AND 60°. 45° IS THE IDEAL.

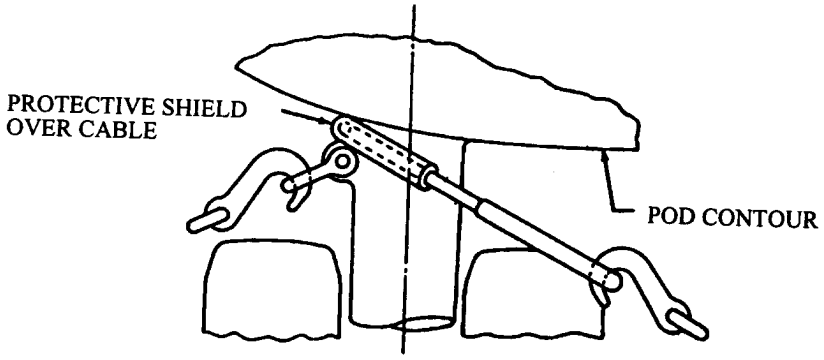
2 USE ONLY MB-1 OR MB-2 TIEDOWN DEVICES FOR SECURING HELICOPTERS. (18 REQD)

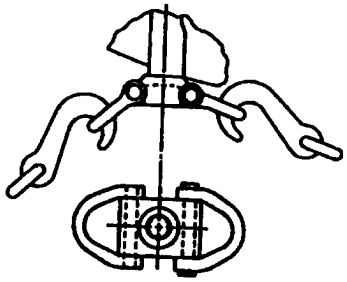
3 APPLY ONLY ENOUGH TENSION TO REMOVE FREE PLAY FROM THE TIEDOWN DEVICES.

4 SECURE TO PROVISIONS WITH TIEDOWN DEVICES RATED TO AT LEAST 10,000 LB. TIEDOWN DEVICES MAY BE COMBINED TO MEET THIS STRENGTH REQUIREMENT.

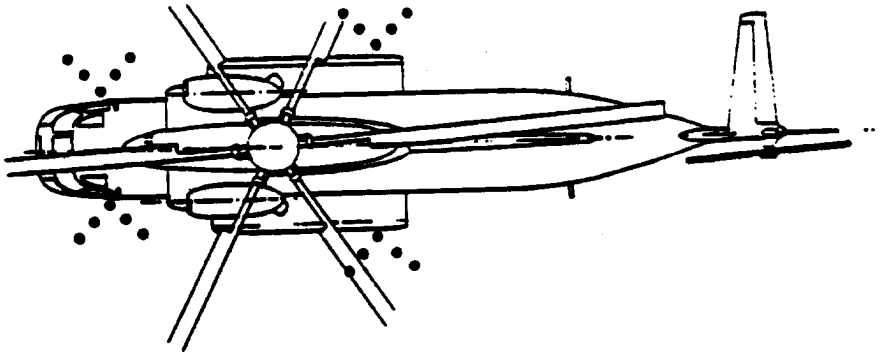
5 SECURE THE INNER TIEDOWN DEVICES ON THE FORWARD STRUTS BY USING TWO CLEVISES TO CLEAR THE STRUT. PAD THE STRUT TO PREVENT CHAFING.

CH-47 Tiedown Fittings

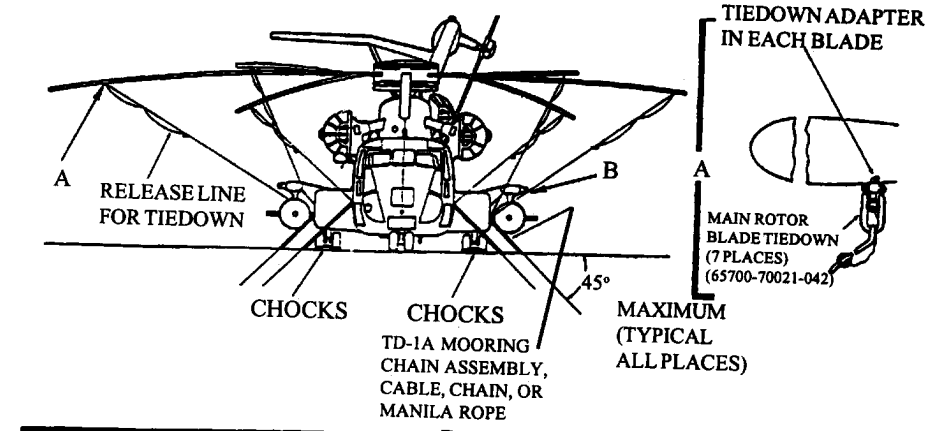


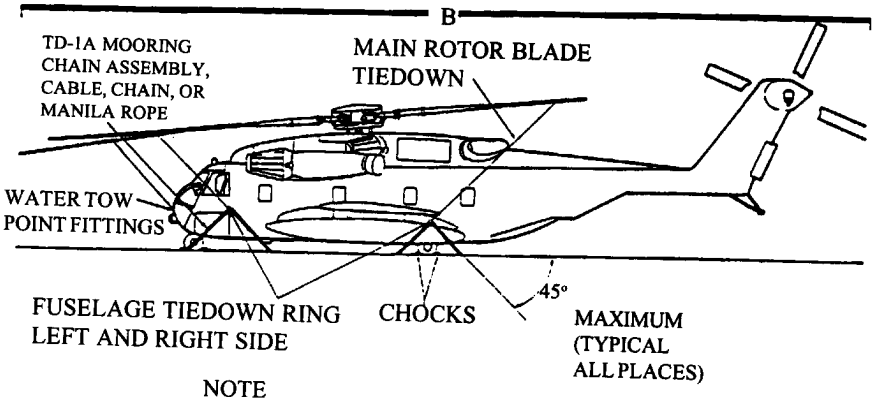


CH-53D Sea Stallion Tiedown Configuration



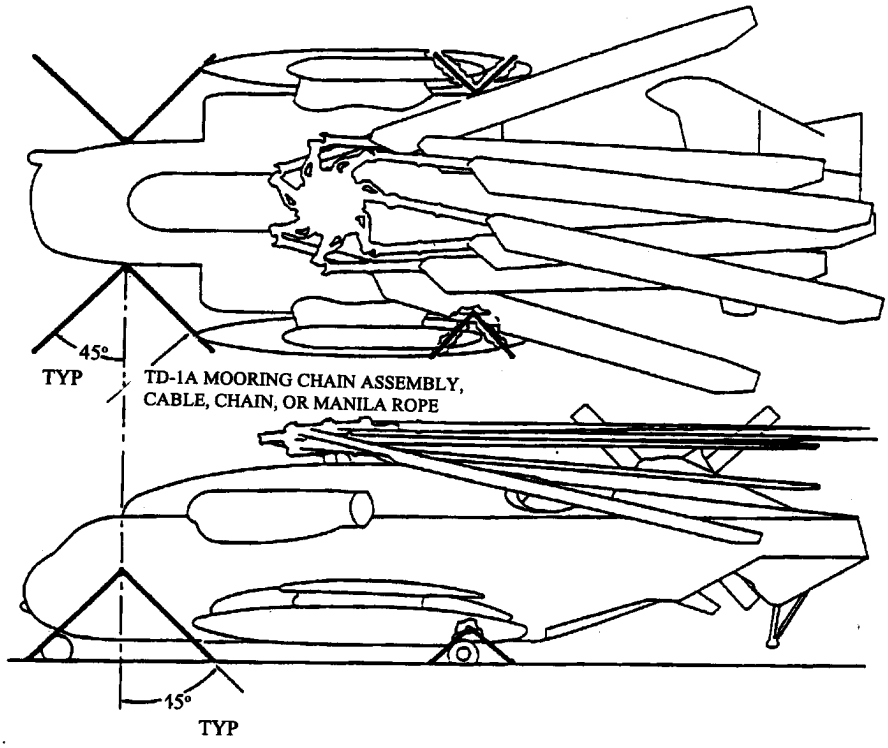
C/MH-53E Super Stallion Tiedown Configuration





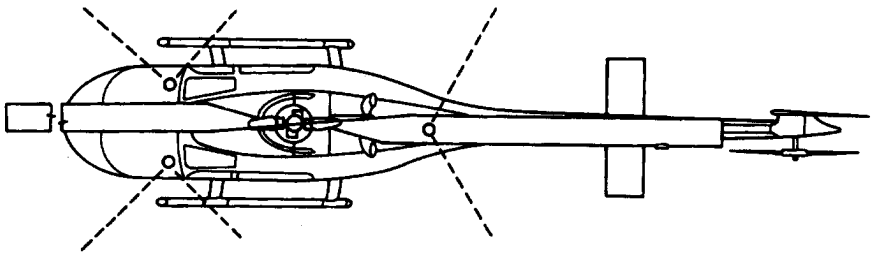
NOTE
TIEDOWN MOORING CONFIGURATION FOR WINDS BELOW 45 KTS

C/MH-53E Super Stallion Tiedown Configuration with Rotor Blades Folded

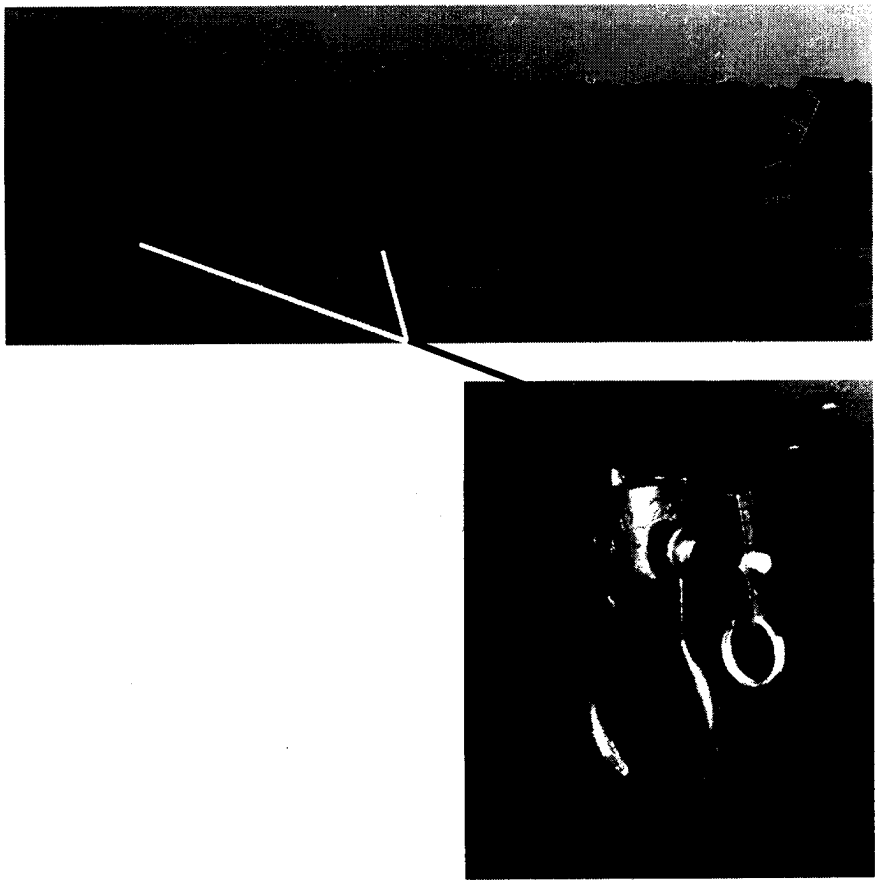


NOTE
TIEDOWN MOORING CONFIGURATION
FOR WINDS 45-60 KTS

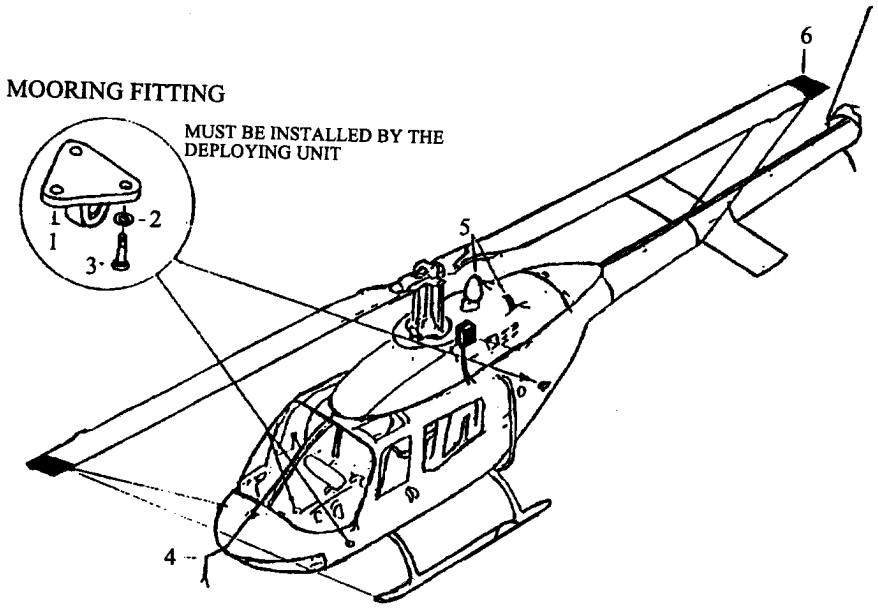
TH-57B/C Sea Ranger Tiedown Configuration



OH-58 Helicopter

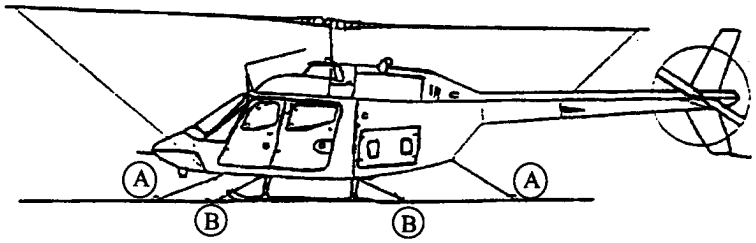


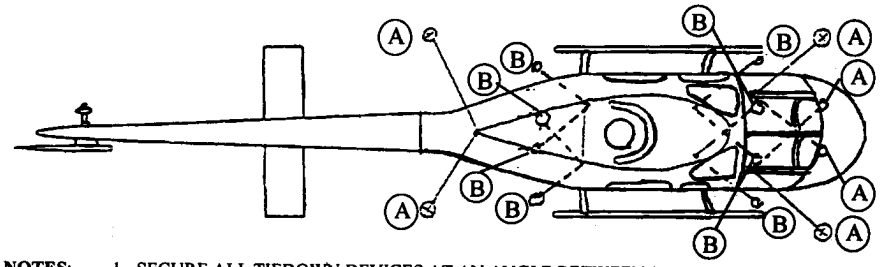
OH-58 TIEDOWN RING



1. TIEDOWN SHACKLE , NSN 4030-00-286-3518
   PN AN 116-10
2. WASHER
3. BOLT
4. PITOT TUBE COVER
5. ENGINE EXHAUST COVER
6. MAIN ROTOR TIEDOWN

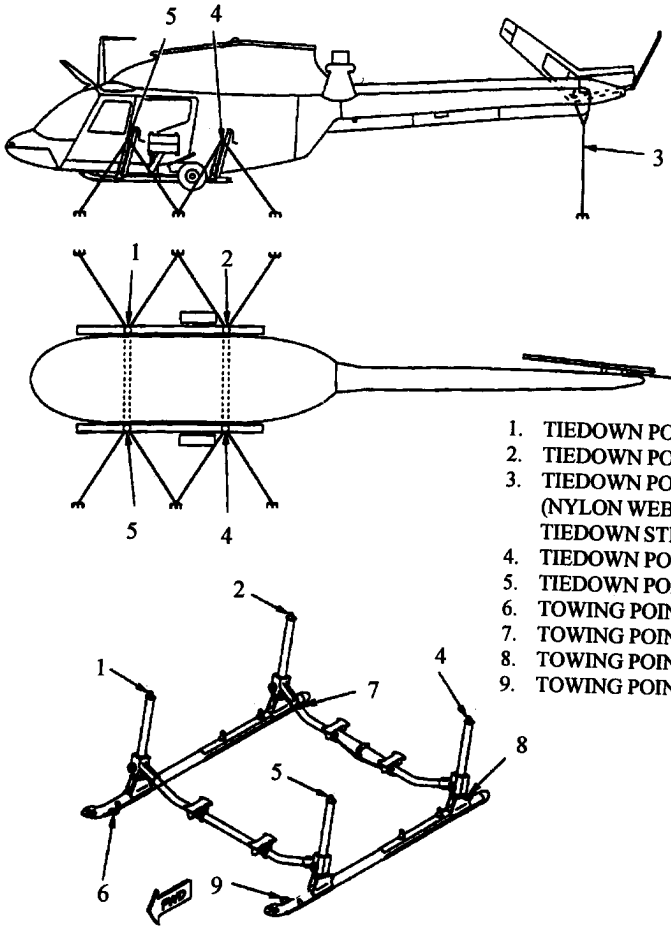
OH-58 A/C/D Helicopter Tiedown





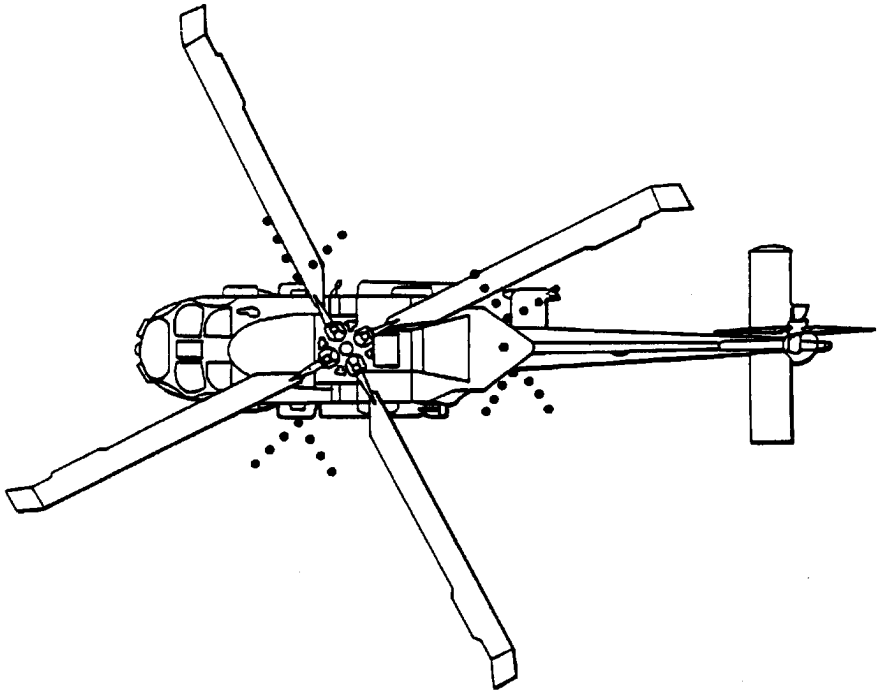
NOTES:
1 SECURE ALL TIEDOWN DEVICES AT AN ANGLE BETWEEN 30° AND 60°. 45° IS THE IDEAL.
(A) 2 USE ONLY MB-1 OR CGU-1B TIEDOWN DEVICES FOR SECURING HELICOPTERS. (6 MB-1 REQUIRED).
3 APPLY ONLY ENOUGH TENSION TO REMOVE FREE PLAY FROM THE TIEDOWN DEVICES.
4 SECURE TO PROVISIONS WITH TIEDOWN DEVICES RATED TO AT LEAST 5,000 LB.
(B) 5 USE ONLY CGU-1B TIEDOWN DEVICES AT THESE LOCATIONS.
6 2 PCS 1-x 4-x 84 INCH BOARDS.

OH-58D (I) Rapid Deployment Special Mission Multi Purpose Light Helicopter (MPLH)

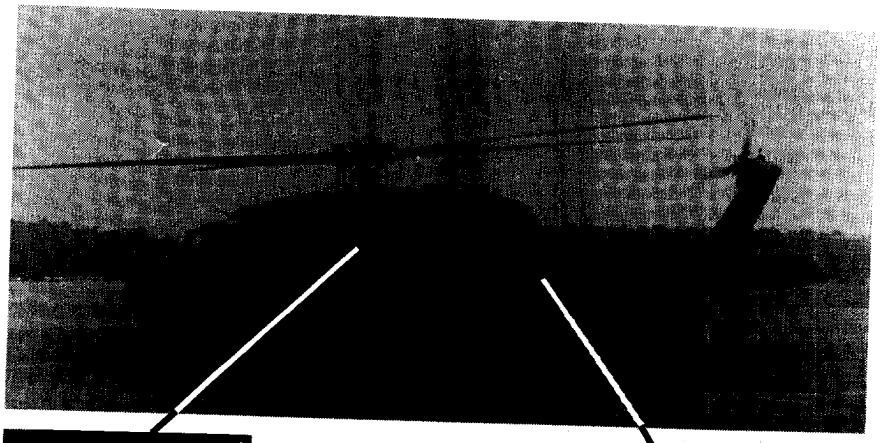


1. TIEDOWN POINT
2. TIEDOWN POINT
3. TIEDOWN POINT (AFT) (NYLON WEB TIEDOWN STRAP)
4. TIEDOWN POINT
5. TIEDOWN POINT
6. TOWING POINT
7. TOWING POINT
8. TOWING POINT
9. TOWING POINT

H-60 Sea Hawk Tiedown Configuration



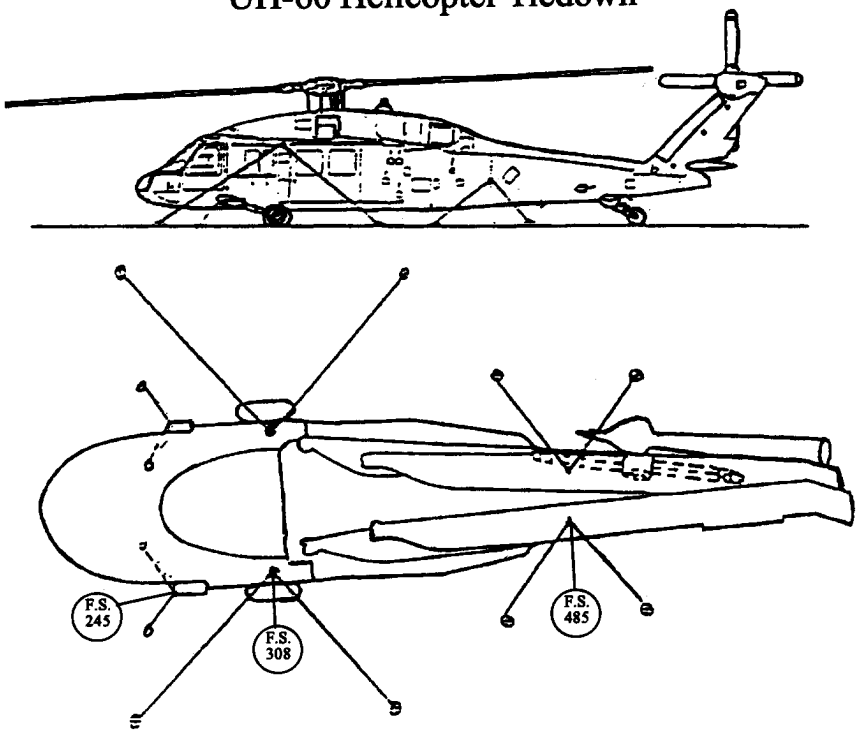
UH-60 Helicopter



UH-60A FORWARD LIFTING/
TIEDOWN FITTING

UH-60 AFT LIFTING/
TIEDOWN FITTING

UH-60 Helicopter Tiedown



NOTES:

1 SECURE ALL TIEDOWN DEVICES AT AN ANGLE BETWEEN 30° AND 60°. 45° IS THE IDEAL.

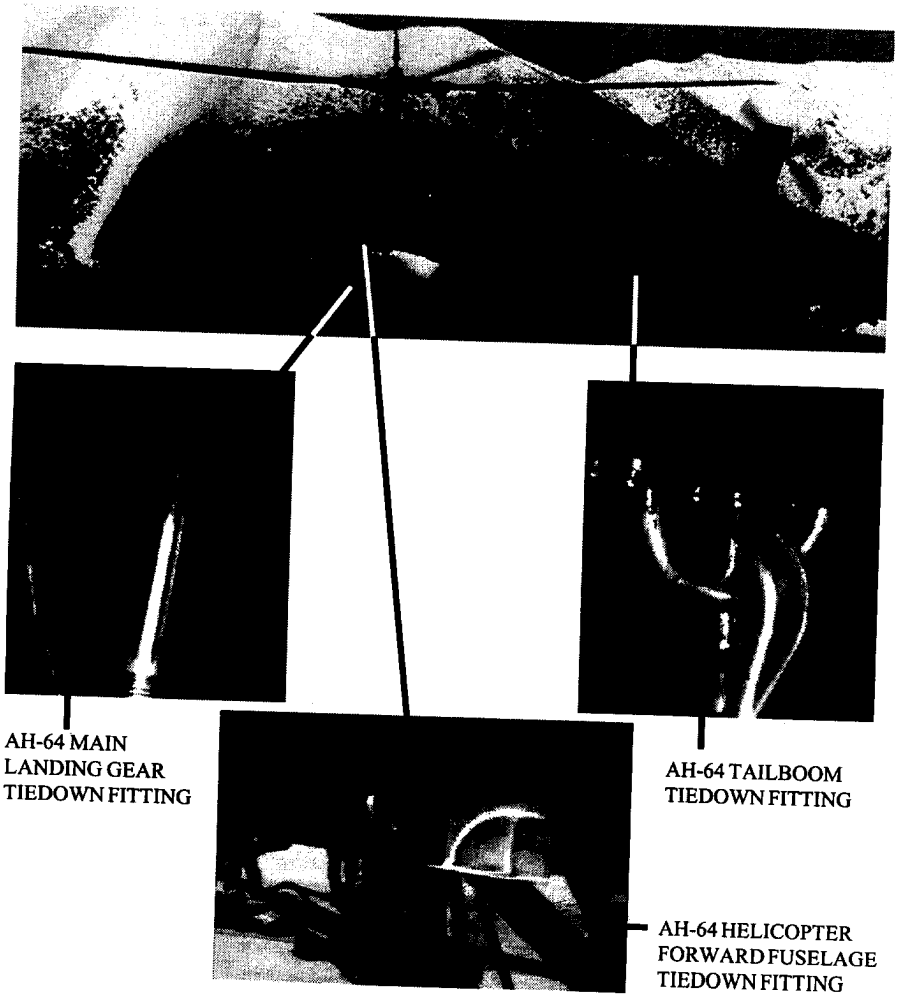
2 USE ONLY MB-1 TIEDOWN DEVICES FOR SECURING HELICOPTERS. (12 REQD)

3 APPLY ONLY ENOUGH TENSION TO REMOVE FREE PLAY FROM THE TIEDOWN DEVICES.

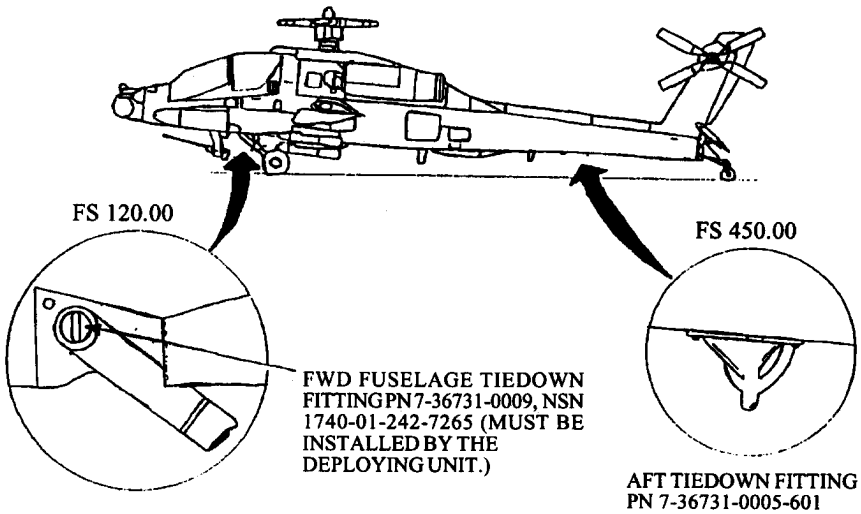
4 SECURE TO PROVISIONS WITH TIEDOWN DEVICES RATED TO AT LEAST 10,000 LB. TIEDOWN DEVICES MAY BE COMBINED TO MEET THIS STRENGTH REQUIREMENT.

5 REMOVE STABILITOR AND FOLD TAIL PYLON ONLY IF NECESSARY FOR ADEQUATE HELICOPTER SPACING.

AH-64 Helicopter



AH-64 Helicopter



NOTES:

1 SECURE ALL TIEDOWN DEVICES AT AN ANGLE BETWEEN 30° AND 60°. 45° IS THE IDEAL.

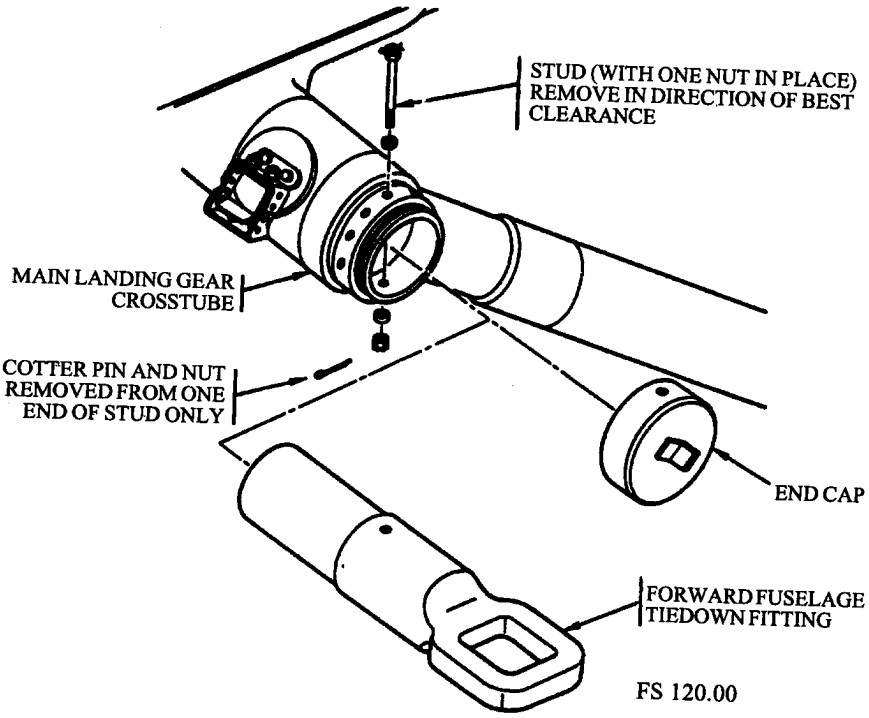
2 USE ONLY MB-1 OR TIEDOWN DEVICES FOR SECURING HELICOPTERS. (10 REQD)

3 APPLY ONLY ENOUGH TENSION TO REMOVE FREE PLAY FROM THE TIEDOWN DEVICES.

4 SECURE TO PROVISIONS WITH TIEDOWN DEVICES RATED TO AT LEAST 10,000 LB. TIEDOWN DEVICES MAY BE COMBINED TO MEET THIS STRENGTH REQUIREMENT.

AH-64 Helicopter Forward Fuselage Tiedown Fitting

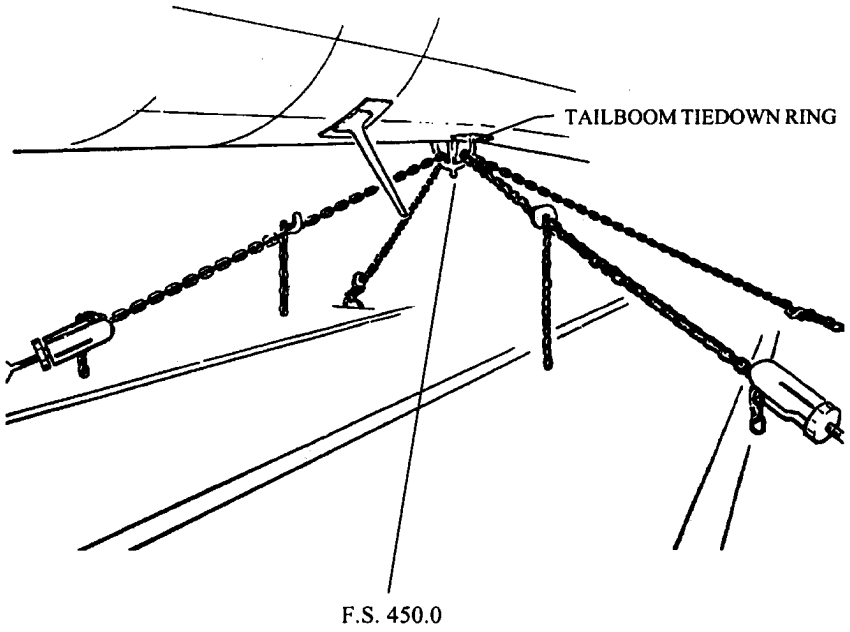
DETAIL A



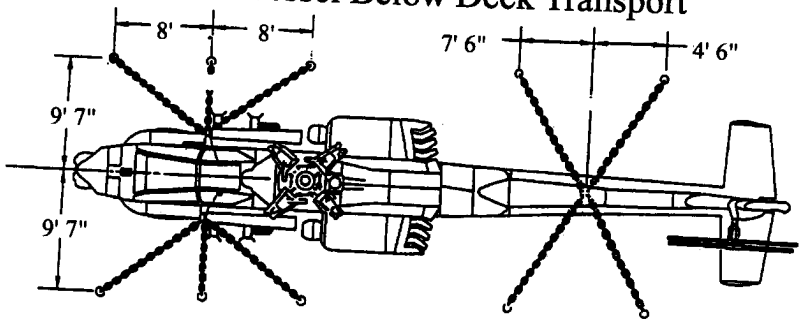
NOTE: LEFT SIDE SHOWN, TYPICAL FOR BOTH SIDES

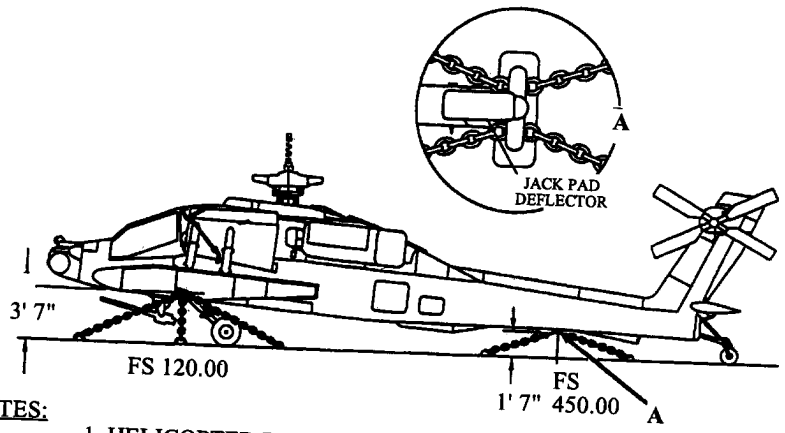
AH-64 Helicopter
Aft Fuselage Tiedown Fitting

DETAIL B



AH-64 Helicopter Tiedown Diagram for Vessel Below Deck Transport





NOTES:

1. HELICOPTER TIEDOWN CHAIN STRENGTH INDICATED IN 1,000-POUND (K) UNITS.
2. TIEDOWN DIAGRAM IS TYPICAL FOR ALL LOADING CONFIGURATIONS.
3. CHAIN MUST PASS THROUGH FS 450.00 TIEDOWN FITTING.

NOTES

NOTES

NOTES

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E TM 55-1500-338-S, *Preparation for Shipment of OH-58A/C Helicopters.*

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