

Table 1-3. Principal Dimensions

GENERAL

Main Rotor disc diameter	72 ft. 3 in.
Tail rotor disc diameter	16 ft.
Width (overall)	
Maximum (blades stationary)	72 ft. (approx)
Minimum (blades stationary)	63 ft. 7.6 in.
Length (overall)	
Maximum (blades at extreme position)	88 ft. 6 in.
Minimum (blades at minimum position)	83 ft. 4.7 in.
Minimum (main blades at minimum position; pylon folded)	70 ft. 5 in.
Height (overall)	
Maximum (tail rotor blades at high position)	24 ft. 11 in.

MAIN ROTOR BLADES (ALUMINUM)

Number	6
Airfoil Section (curve identification)	NACA 0011 Modified
Total blade area (six blades)	375 sq. ft.
Area per blade	62.5 sq. ft.
Area of rotation (disc area)	4071.5 sq. ft.
Blade (disc) radius	36 ft. 1.350 in.
Chord at root	2 ft. 2 in.
Chord at tip	2 ft. 2 in.
Disc loading (at normal gross weight)	8.223 lb./sq. ft.
Solidity ratio (effective)	0.115
Angle of incidence in neutral (all blades)	17° 15 min.
Clearance above ground (rotating)	12 ft. 1.5 in.
Clearance above ground (static)	10 ft. 4 in.

MAIN ROTOR BLADES (TITANIUM)

Number	6
Airfoil section (curve identification)	SC1095
Total blade area (six blades)	420 sq. ft.
Area per blade	70 sq. ft.
Area of rotation (disc area)	4098.5 sq. ft.
Blade (disc) radius	36 ft. 1.416 in.
Chord at root	2 ft. 5 in.
Chord at tip	2 ft. 5 in.
Disc loading (at normal gross weight)	8.223 lb./sq. ft.
Solidity ratio (effective)	0.129
Angle of incidence in neutral (all blades)	17° 15 min.

MAIN ROTOR BLADES (TITANIUM) (CONT)

Clearance above ground (rotating)	12 ft. 1.5 in.
Clearance above ground (static)	10 ft. 4 in.

TAIL ROTOR BLADES

Number	4
Airfoil section	NACA 0012
Total blade area (four blades)	33.12 sq. ft.
Area per blade	8.28 sq. ft.
Area of rotation (disc area)	201.1 sq. ft.
Total rotor (disc) radius	8 ft.
Chord at root	1 ft. 3.4 in.
Chord at tip	1 ft. 3.4 in.
Rotor solidity ratio	0.204
Ground clearance	8 ft. 9 in.

FUSELAGE (WITHOUT MAIN ROTOR AND TAIL ROTOR BLADES)

Maximum width	17 ft. 10 in.
Maximum length	67 ft. 2 in.
Maximum height (without landing gear)	15 ft. 8 in.
Height of door above ground (static) bottom	2 ft. 4 in.
Door dimensions (personnel)	
Width	3 ft. 2 in.
Height	5 ft. 6 in.
Cargo ramp and overhead door dimensions	
Width (at center)	7 ft. 7 in.
Height (opening)	6 ft. 6 in.
Cabin Size	
Width	7 ft. 6 in.
Height	6 ft. 6 in.
Length	30 ft.

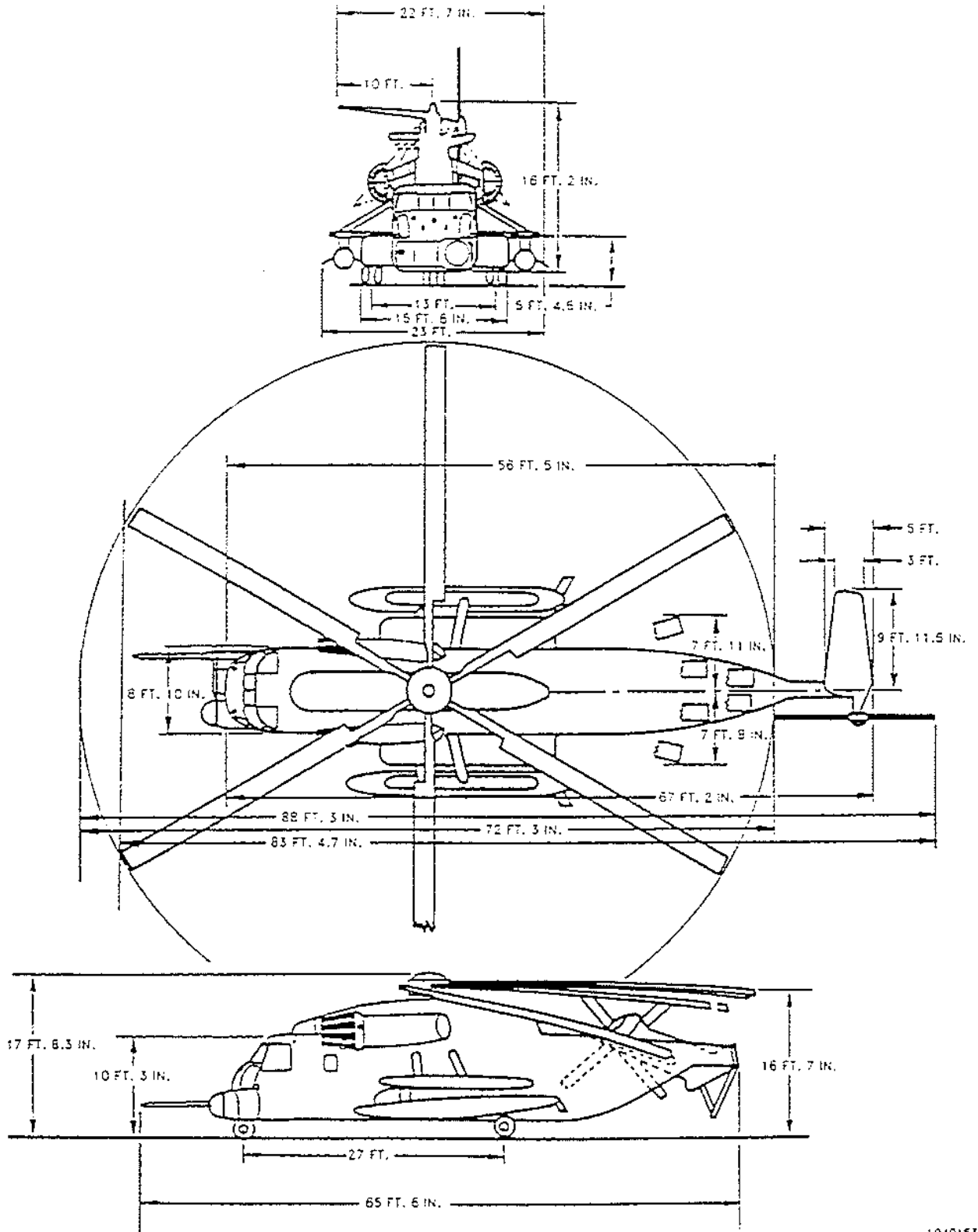
STABILIZER

Area	40 sq. ft.
Span	10 ft.
Chord at root	5 ft.
Chord at tip	3 ft.
Incidence	3°
Dihedral	5°
Airfoil at root	NACA 0016
Airfoil at tip	NACA 0012
Height to top of canopy	10 ft. 3 in.

Table 1-3. Principal Dimensions (Cont.)

SPECIAL DIMENSIONS

Height to tail skid (extended)	5 ft. 2.5 in.
Dimension increase at pylon (sta 870.25) when main gear rolls over:	
2 in. sill	4.7 in.
4 in. sill	9.4 in.
6 in. sill	14.02 in.
Dimension increase at pylon (870.25) when nose wheel tire is deflated	4.1 in.
Flat tire radius	6.8 in.
Rolling tire radius	9.9 in.



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Figure 1-11. Dimensions Diagram (Sheet 1 of 2)

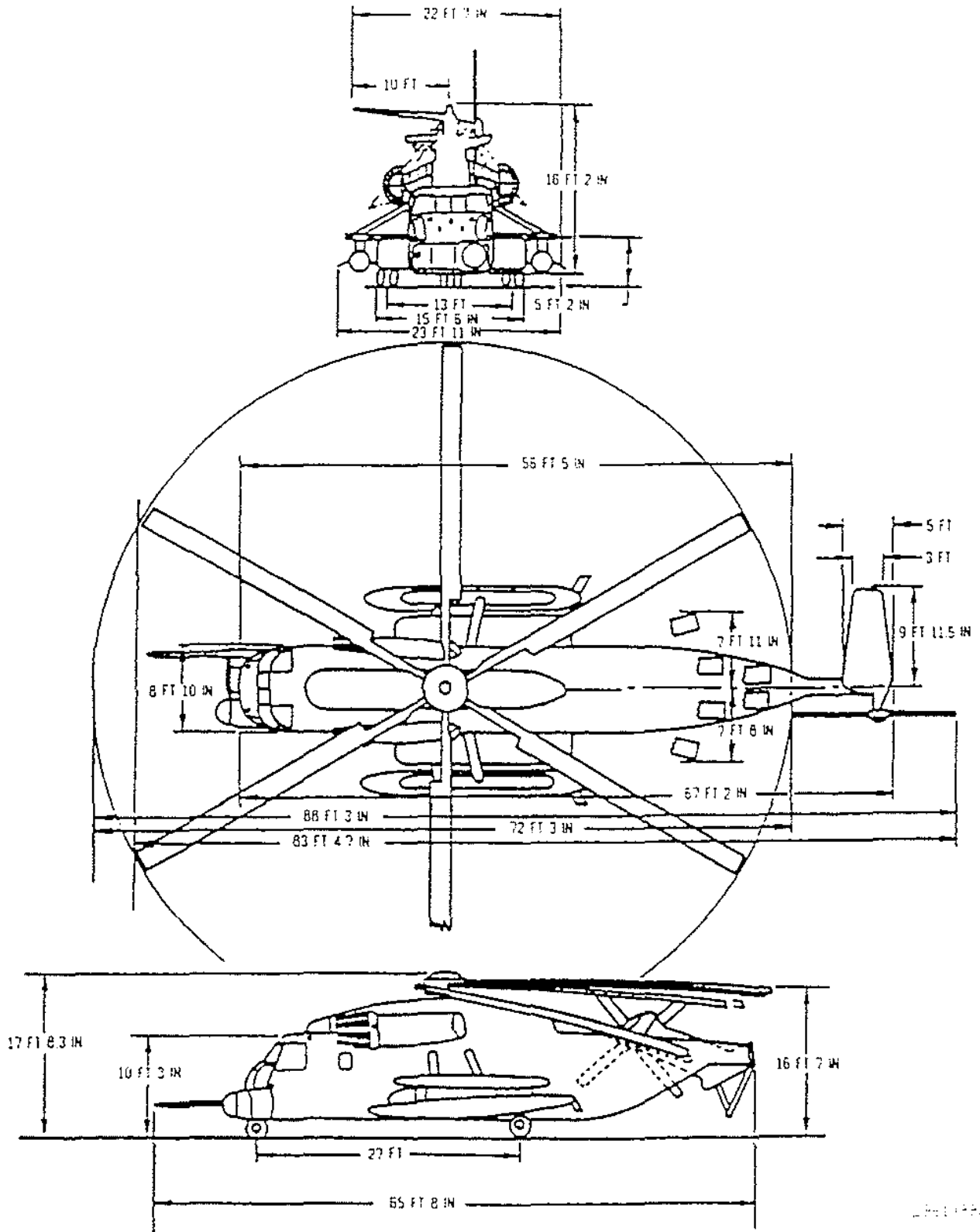
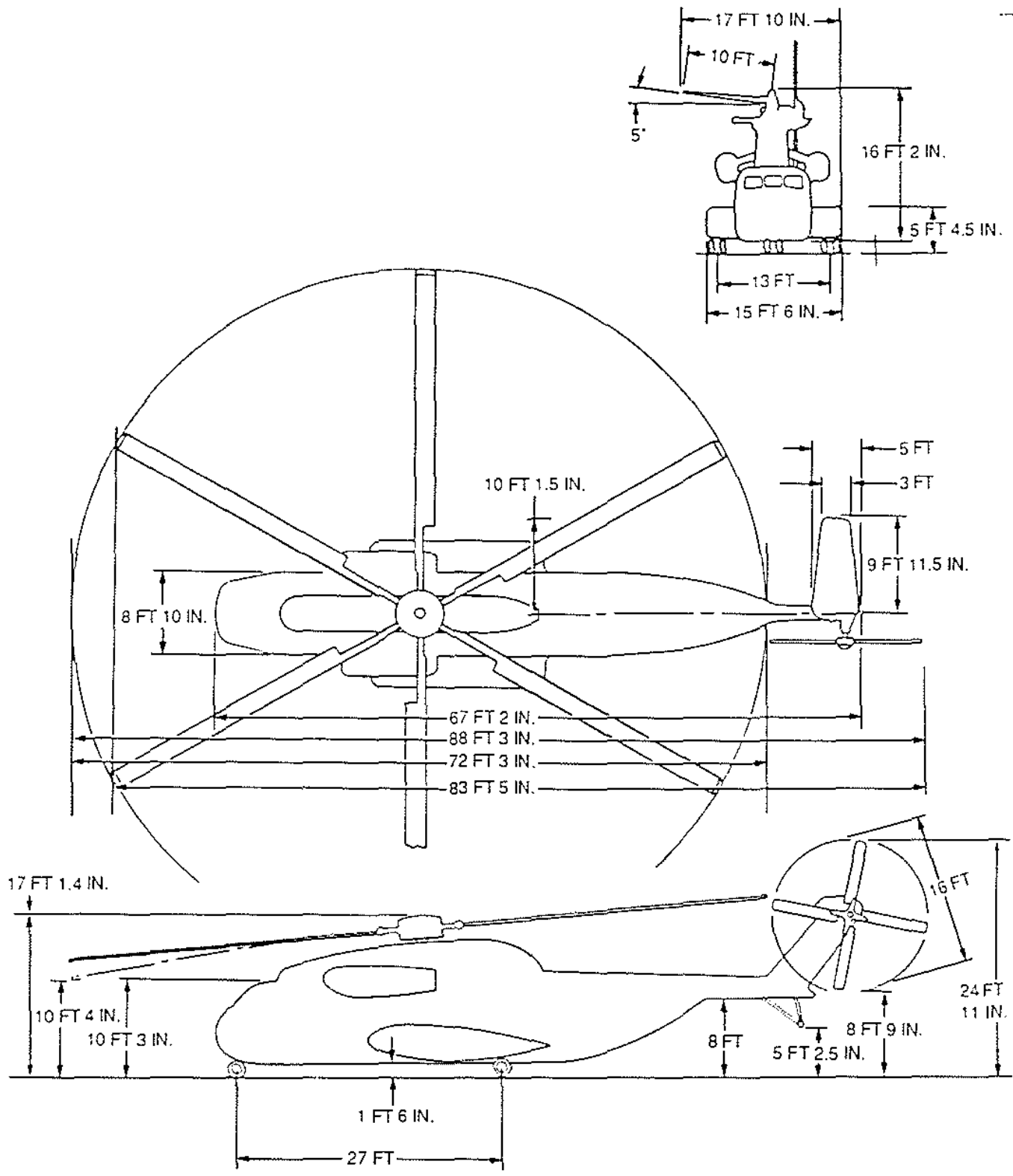


Figure 1-11. Dimensions Diagram (Sheet 2)



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Figure 1-3. Dimension Diagram

1-17. FUNCTIONAL SYSTEM DESCRIPTIONS.

1-18. The following paragraphs contain brief descriptions of the functional systems and major components of the helicopter, covered by this manual. The arrangement of these descriptions corresponds to the sequence presented in this manual. Detailed descriptions of the functional systems are contained in the applicable system sections of this manual.

1-19. **CARGO HOOK SYSTEM.** The cargo hook systems has a cargo hook with a load capacity of 20,000 pounds suspended under the fuselage and contains a positive safety lock.

1-20. **OVERHEAD DOOR AND RAMP SYSTEM.** The overhead door and ramp system facilitates maximum loading or unloading of cargo or personnel. The system is hydraulically operated and electrically controlled by either the pilot or crewman.

1-21. **ARMOR.** Armor plating protects the pilot and copilot, engines, hydraulic reservoirs, transmissions, and vital areas of the flight control systems from small arms fire.

1-22. **HEATING AND VENTILATING SYSTEM.** A heating and ventilating system provides comfort for the cockpit and cabin compartments. The pilot or copilot may select the desired temperature for cockpit and cabin heating or ventilation. The cabin is equipped with a duct installation incorporating movable shutters for direct or indirect cooling or heated air.

1-23. **WINDSHIELD WIPER SYSTEM.** The electrically operated windshield wiper system, consisting of a motor, two converters, two wiper blades, and a control panel, is controlled by a rotary switch on the windshield wiper control panel.

1-24. **WINDSHIELD WASHER SYSTEM.** An electrically operated windshield washer system is installed. The washer system is activated by a switch that causes water or cleaning solution to be pumped on the windshield from jets on the wiper blades.

1-25. **WINDSHIELD ANTI-ICE SYSTEM.** The windshield anti-ice system de-fogs or de-ices the windshields through heating elements imbedded in each windshield.

1-26. **ENGINE AIR PARTICLE SEPARATORS (EAPS).** The engine air particle separators, one for each engine, are designed to prevent sand, dust, and other foreign particles from entering the engine

air inlet duct. The separators will scavenge and exhaust the foreign particles overboard and allow clean air to enter the engine.

1-27. **APP AND HEATER FIRE EXTINGUISHING SYSTEM.** The APP and heater fire extinguishing system provides a means of extinguishing fires in the APP and heater compartment. The system is mechanically actuated by a handle in the cockpit and a series of bellcranks and cables.

1-28. **APP AND HEATER FIRE WARNING SYSTEM.** The APP and heater fire warning system provides fire warning in the cockpit for the APP and heater compartment.

1-29. **ENGINE FIRE EXTINGUISHING SYSTEM.** The engine fire extinguishing system provides a means of extinguishing fires in either the left or right engine compartments. The system is electrically controlled by a selector switch and a T-handle in the cockpit.

1-30. **ENGINE FIRE WARNING SYSTEM.** The engine fire warning system provides a visual warning in the cockpit for engine compartment fires. A series of flame detectors positioned throughout the engine compartments actuate when exposed to flames. A light in the appropriate T-handle also illuminates.

1-31. **ENGINE ANTI-ICE SYSTEM.** The engine anti-ice system (No. 1 and No. 2) prevents formation of ice by diverting fourteenth stage compressor air to the front struts and inlet guide vanes.

1-32. **LANDING GEAR SYSTEM.** The landing gear system consists of two retractable main gear, one mounted in each sponson, a retractable nose gear mounted below the cockpit, and a retractable tail skid mounted on the pylon. The landing gear is hydraulically operated and electrically controlled. In an emergency a stored nitrogen charge can be used to lower the gear. The electrically operated tail skid extends and retracts with the landing gear.

1-33. **MAIN LANDING GEAR BRAKE SYSTEM.** The main landing gear brake system consists of four master cylinders, two parking brake valves, a parking brake handle, and a **PARKING BRAKE ON** light. The brake system is supplied and powered by the utility hydraulic system. The pilot or copilot can operate the brakes independently or operate the left and right brake together. Depressing the brakes and pulling up on the hand brake hydraulically locks the wheels.

- a. Install the lock bushing securing the release mechanism to the panel. Torque the bushing to 60 - 80 in.-lb.
- b. Attach the strike plate assembly, compressing the plate to ensure accessibility of the pin hole. Attach the pin and new retaining ring.

NOTE

The strike plate is still compressed.

- c. Attach the release bracket. Install bolts, nuts, washers, and doubler securing the bracket to the panel. Torque bolts 30 - 50 in.-lb. Release the strike plate.
- d. Bond the new strike plate boot to the strike plate using (C-14A) adhesive.
- e. Bond the new strike plate boot to the panel using (C-9D) adhesive.
- f. Bond the new housing cover using (C-14A) adhesive.
- g. Install wing panel assembly (refer to paragraph 4-152).

4-157. REMOVAL OF WING HINGE ASSEMBLY. (See figure 4-46.)

- a. Remove the wing panel assembly (refer to paragraph 4-152).
- b. Remove bolts, nuts, and washers securing the hinge assembly to the panels.

4-158. INSTALLATION OF WING HINGE ASSEMBLY. (See figure 4-46.)

- a. Install bolts, nuts, and washers securing the hinge assembly to the panels. Torque fasteners to 100 - 120 in.-lb.
- b. Attach the wing panel assembly (refer to paragraph 4-152).

4-159. ADJUSTMENT OF WING RELEASE MECHANISM. (See figure 4-47.)

- a. Remove release mechanism (refer to paragraph 4-155).
- b. Adjust the cable assembly until correct position of locking pin is achieved.

NOTE

Ensure that the threaded cable end is secured to the linkage in the housing.

- c. Torque the jam nut to 100 - 150 in.-lb. to lock into position.
- d. Attach release mechanism (refer to paragraph 4-157).

4-160. REMOVAL OF WING PANEL RELEASE CABLE. (See figure 4-47.)

- a. Remove release mechanism assembly (see paragraph 4-155).
- b. Remove press pin attaching lever to fitting.
- c. Remove slotted pin at locking pin on end of cable, thereby releasing locking pin and compression spring. Discard the old compression spring and slotted pin.
- d. Rotate jam nut to unlock cable housing.
- e. Rotate cable housing counterclockwise until released from cable assembly.
- f. Pull cable and linkage out of fitting until wrench flats on cable core are accessible.
- g. Rotate cable core counterclockwise using wrench flats, releasing cable from linkage.
- h. Remove jam nut from cable.

4-161. INSTALLATION OF WING PANEL RELEASE CABLE. (See figure 4-47.)

- a. Install jam nut to cable housing.
- b. Place linkage within the fitting, position threaded end of linkage near cable housing entry.
- c. Install cable core (threaded end) into linkage using wrench flats. Torque cable core 10 - 20 in.-lbs.
- d. Rotate cable housing several turns into fitting.
- e. Press dowel pin attaching lever to fitting.

NOTE

Dowel pin is press fit through only one side of housing.

4-162. CONTROL CABLE ROUTING. (See figure 4-48.) Following any maintenance operation involving the control cables, the cables must be rerouted to conform with figure 4-48. The purpose of this routing is to prevent the cables from being crushed or snagged during seat operation.

4-163. VISUAL INSPECTION.

a. Inspect the seat belts and harness assembly in accordance with the following:

(1) Visually inspect belts and harness straps for rips, tears, fraying, and missing stitches. Replace any item that shows excessive wear (refer to paragraph 4-132 and 4-133).

(2) Check buckle mechanism for ease of locking and unlocking. Replace defective mechanism (refer to paragraph 4-132 and 4-133).

(3) Check for looseness of attachment fasteners. Tighten or replace as necessary (refer to paragraph 4-132 and 4-133).

(4) Check all areas of aircraft which the belts, harness, and/or webbing may contact for sharp, jagged edges. Repair as necessary.

b. Inspect the seat cushions in accordance with the following:

(1) Inspect the seat cushions for rips, tears, and cleanliness. Replace the cushions if the fabric shows signs of excessive wear or soiling (refer to paragraph 4-132).

c. Inspect the energy absorbers in accordance with the following:

(1) Replace energy absorbers if any portion of the red band is visible (refer to paragraphs 4-144 and 4-145).

d. Inspect load-limiting struts in accordance with the following:

(1) Replace load-limiting struts if any portion of the red band is visible (refer to paragraph 4-146 and 4-147). (See figure 4-50.)

e. Inspect crewseat assembly in accordance with the following:

- (1) Any loose or missing components.
- (2) Torque or replace as necessary.



Safety belts manufactured by different vendors cannot be inter-mixed or

installed as a set due to functional non-interchangeability of the buckles.

4-164. TROOP SEATS. The number of troop seats available will be dictated by mission requirements. The maximum available are shown in figure 4-52A. Each seat consists of tubular frame and nylon cloth and is equipped with a seat belt.

4-165. REMOVAL.

a. Release tubes from tie-down fittings on cargo floor. Fold seats and secure with stowage straps (67, figure 4-52).

b. Remove quick release pin (78) that secures seats to brackets.

c. Lower seats to floor until diagonal tubes are horizontal to floor.

d. Remove seats.

4-166. Installation.

a. Position seat assembly on cargo floor.

b. Position tubes on seat fitting, swing up seats, and secure to brackets with quick release pin (78, figure 4-52).

c. Secure tubes in tie-down fittings.

4-167. LITTER PROVISIONS. The number of litters available will be dictated by mission requirements. The maximum number of litters is shown in figure 4-51. The provisions consist of bungee cords, straps and letter brackets.

4-171. Removal.

- a. Remove lap belt (14, figure 4-52) from seat legs.
- b. Raise seat and unbolt track assembly (2) from support assembly (1) and remove support from aircraft floor fitting.
- c. Lower seat and unbolt at support installation (7). Remove seat assembly. Seat cushion can be removed by separating cushion from velcro tape on the base and back assembly.

4-172. Installation.

- a. Position seat fittings into support installations (7) and secure with bolts, washers, and nuts.
- b. Rotate set up in the stowed position.
- c. Install support installation (7) to aircraft floor fittings. Secure with bolts, washers and nuts.
- d. Attach support to seat track sliding fittings (2). Secure with bolts, washers and nuts.
- e. Install lap belt.
- f. Install set cushions (4) to seat base (3) and seat back (5).

(1) Attach either cushion to seat base Velcro tape with large end of cushion facing forward direction.

(2) Seat back cushion will attach to Velcro tape with large end of cushion toward the seat base (3).

4-173. Parts Replacement. Parts replacement consists of replacement of lap belt, support leg assembly, track assembly, base assembly, seat back assembly, and seat cushion.

- a. Remove seat assembly.
- b. Remove lap belt (figure 4-52).
- c. Remove support leg assembly (9) from fittings.
- d. Remove seat cushions (12) by separating from Velcro tape.
- e. Remove seat back assembly (13) from seat base assembly (11).
- f. Unbolt and remove shoulder (25) harness from inertia reel (34).
- g. Remove lockwire and disconnect control cable from inertia reel.
- h. Unbolt and remove inertia reel and shim from framing. Remove shim (33) from reel.

i. Remove lockwire and disconnect control cable from control handle (38). Remove clamps (37) and control cable.

j. Unscrew and remove control handle (38).

k. Attach control handle (38) to angle with spacers, screws, washers, and nuts (39).

l. Attach shim (33) to inertia reel (34) using screw, washer, and nut (39). Screw is located in the extreme aft right hand attachment hole of the reel and shim plate.

m. Make certain control cable adapter cover on the inertia reel assembly is pointed forward in a horizontal position. If adjustment is required, perform the following procedure.

(1) Remove adapter housing attachment screw.

(2) Carefully remove the housing so as not to drop the internal actuation pin.

(3) Connect control cable to handle (38) and reel (34).

(4) Place control handle in up position, and reposition the housing by simultaneously aligning the housing and the internal actuating pin in their respective detents.

(5) Reinstall adapter housing attachment screw.

n. Position inertia reel and shim plate on bracket and install bolt, washer and nut (28) and bolts, washers, and nuts (32).

NOTE

Bolt (28) has a drilled head for lockwire and must be installed in the forward right hand hole.

o. Attach control cable to control handle (38) and inertia reel (34). Lockwire control cable nuts to spacer (39) and bolt.

p. Install clamps (37) on control cable and attach to stringers.

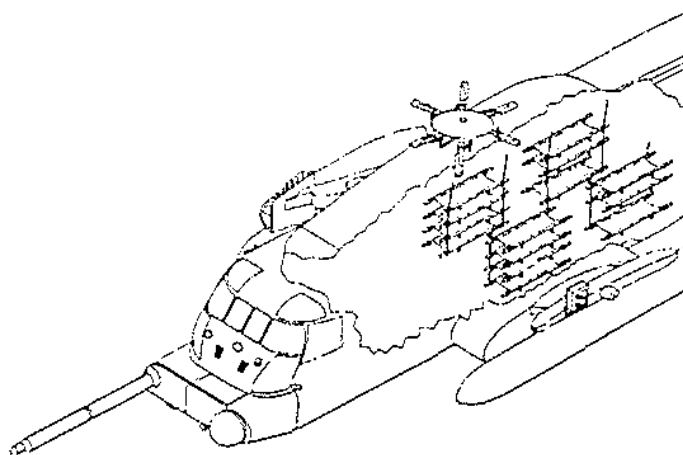
q. Install shoulder harness (25) on inertia reel (34) with bolt, washers, and nut (35).

4-174. RELIEF TUBE. One relief tube (27, figure 4-2) is accessible from the cabin. The relief tube consists of a horn, hose, and clamps. The tube is removed by cutting the hose at the horn and removing the attaching parts. To clean, flush with soap and water.

4-175. CARGO HOOK SYSTEM. (See figure 4-53).

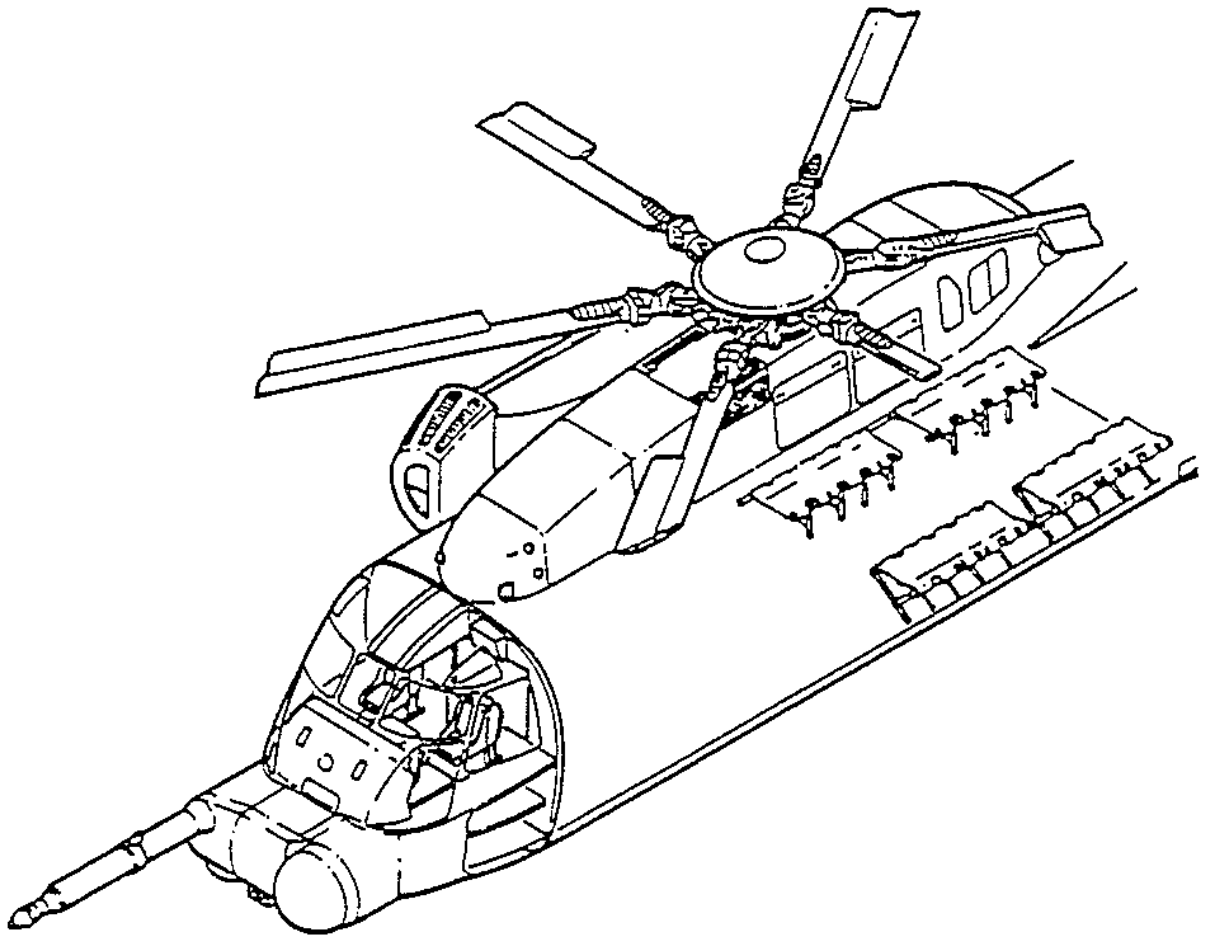
4-176. The cargo hook system consists of a 20,000 pound cargo release hook, a support tube assembly attached to the lower portion of the forward fuselage, a control panel located overhead in the cockpit, electrical controls on the pilot's and copilot's cyclic sticks, an electrical control for the crewman, manual controls, and stowage provisions. The hook may be controlled electrically or manually by the pilot, copilot, or crewman. The guarded cargo hook master switch marked CARGO MASTER, ON, SAFE, AUTO is on the overhead control panel. The switch marked STATION SELECT, ALL, COCKPIT on the overhead control panel enables the pilot to control the crewman's release switch. The pilot's and copilot's release switches are marked CARGO REL. The crewman's electrical release is a pistol-type grip, on the left cabin wall. When the CARGO MASTER switch is in the AUTO position it energizes a touchdown switch on the cargo hook which automatically releases the load on the hook upon

contact with ground or when the load is reduced to less than 100 pounds. The hook can also be released manually by actuating the cockpit emergency release handle or crewman's release lever on the side on the hook. Two indicating lights, marked AUTO RELEASE ON and CARGO HOOK OPEN are installed on the advisory panel. The AUTO RELEASE ON capsule illuminates when the CARGO MASTER switch is placed in the AUTO position and the CARGO HOOK OPEN capsule illuminates when the hook opens. Electrical power for the system is supplied by the No. 1 and No. 2 dc primary buses through the CARGO HOOK circuit breaker on the copilot's circuit breaker panel and the CARGO HOOK WARN circuit breaker on the pilot's circuit breaker panel. Electrical power for the system is supplied by the No. 3 and No. 2 dc primary buses through the CARGO HOOK circuit breaker on the copilot's circuit breaker panel, and the CARGO HOOK WARN circuit breaker on the pilot's circuit breaker panel.



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Figure 4-51. Litter Configuration



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Figure 4-52A. Troop Seats - Removal/Parts Replacement

48. Install armored wing panel (32) to wing panel support (27) with hinges (35) and bolts, washers, and nuts (36). Torque nuts to 30 - 50 inch-pounds.

49. Attach release mechanism assembly (33) to armored wing panel (32) and wing panel support (27) with bolts, washers, and nut (34). Torque nuts to 30 - 50 inch-pounds.

50. Install inertia reel (37) with bolts, washers, and nuts (38). Torque nuts to 20 - 25 inch-pounds.

51. Install inertial reel control (39) with screws and washers (40). Torque screws to 12 - 15 inch-pounds.

52. Attach seat blower assembly (11) with stand-offs (14) to seat with screws and washers (13 and 15). Torque screws to 15 - 25 inch-pounds.

53. Install seat blower switch (16) and connect electrical terminal (12).

54. Attach tie-down assembly and buckle (7) to front of seat with bolt, washers, and nut (8).

55. Attach each lap belt (5) to rear of seat with bolts, washers, and nuts (6).

CAUTION

Uncontrolled rotation of the inertia reel will damage reel beyond repair. To prevent recoil and possible damage, use care in removing retainer between reel and reel housing.

56. Thread end of shoulder harness (4) through slot in seat bucket.

57. Make sure inertia reel is maintained in position with the 7/32-hex wrench and remove retainer. Slide harness strap through slot in reel housing. Place retainer insert between strap and reel core and lock strap in reel core by pulling strap in place.

58. Slowly rotate hex wrench allowing reel to retract. Pull on strap several times to make sure strap is secured. Remove hex wrench and install tape dust cover (103).

59. Install seat cushion (3), back cushion (2), and headrest cushion (1).

4-129. Adjustment.

Tools and Test Equipment Required

<u>T-No.</u>	<u>Nomenclature</u>	<u>Use and Application</u>
T-657	Spring Scale	Adjust seat
T-832	C-Clamp	Adjust seat
T-931	Thickness Gage	Check seat claw
T-933	Torque Wrench	Adjust seat

1. Check claw thickness on basemembers (25, figure 4-33) with a thickness gage (T-931). Minimum thickness is 0.150 inch. To adjust track rollers, (24) loosen setscrews (23) and turn eccentric shafts (27) to move basemembers (25) to 0.010 inch from seat tracks.

2. To adjust the horizontal (fore and aft movement) locking pins, remove locking pins from the basemembers (19). Lock the handle (21) to the base plate (22) in the aft most position with a C-clamp (T-832). Rotate the inner cable (20) until the shoulder of the fitting to the end of the locking pins (18) measures 2.35 ± 0.030 inches. Torque (T-933) jamnuts (13) to 20 - 25 inch-pounds. Install locking pins (18) in basemembers (19). Unlock handle (21) from base plate (22).

WARNING

Do not operate vertical adjustment handle when seat is unoccupied. Rapid upward movement of seat due to force exerted by extension springs may cause injury.

3. To adjust vertical (up and down movement) locking pin (6), adjust jamnuts (8) until the end of the cable housing to the edge of the yoke (3) measures 1.235 ± 0.020 inches. Torque jamnuts to 150 - 200 inch-pounds.

NOTE

The following check is performed on both the vertical and horizontal adjustment handles. Check should be performed two or three times on each handle to obtain an accurate average force.

4. To check adjustment handles (1 and 21) for proper force, position adjustment handle full aft. Connect 0 - 50 pound capacity spring scale (T-657) to handle and using a suitable connector, pull slowly on spring scale until locking pins release (for vertical adjustment, unloading by the occupant may be used to ease operation). Force on handles must not exceed 30 pounds. Adjust (steps 2. and 3.) or replace assemblies as needed to get 30 pounds or less of force. (Refer to paragraph 4-128.)

5. To check VLEA control assembly torque, rotate control dial to minimum setting. Connect spring scale to dial cover adjustment stop and using a suitable connector, pull slowly on spring scale until the maximum setting is reached. Force on control assembly should be 5 - 32 pounds. If less than 5 pounds, replace control assembly. If more than 32 pounds, check control assembly for proper installation. (Refer to paragraph 4-128.)

4-130. SEAT BELTS AND SHOULDER HARNESSSES. An adjustable, lap-type safety belt is provided for each seat in the helicopter. The belt is secured to a support structure at the rear of the seat. Adjustable shoulder harnesses are provided for the pilot's and copilot's seats. The harnesses are attached to the inertia reels and safety belts. (Refer to paragraph 4-128 for removal and installation procedures.)

4-131. TROOP SEATS. Thirty-seven troop seats may be installed in the forward fuselage section for a troop transport mission. The seats on the right side of the fuselage accommodate 17 troops, and the seats on the left side accommodate 20 troops. Each seat consists of a tubular frame and nylon cloth and is equipped with a seat belt.

4-132. Removal.

1. Release the tubes (8, figure 4-34) from the tiedown fittings on the cargo floor. Fold the seats and secure with the stowage straps (3).

2. Remove the Ball-Lok pins (10) that secure the seats to brackets (9).

3. Lower the seats to the cargo floor until the diagonal tube (5) is horizontal to the floor.

4. Remove the seats.

4-133. Installation.

1. Position the troop seat assemblies on the cargo floor.

2. Position the diagonal tubes (5, figure 4-34) on the seat fittings (4). Swing up the seats and secure to brackets (9) with Ball-Lok pins (10).

3. Secure the tubes (8) in the tie-down fittings.

4-134. Parts Replacement.

1. Remove the troop seats. (Refer to paragraph 4-132.)

2. Remove the tubes (5 and 8, figure 4-34) from the tube (7).

3. Remove the safety belts (1) from the tube (6).

4. Remove the tubes (6 and 7) from the nylon seats (2).

5. Replace any nylon seats with the same type material (C-134) sewn in the same manner.

6. Install nylon seats (2) on the tubes (6 and 7).

7. Install safety belts (1) on the tube (6).

8. Install the tubes (5 and 8) on the tube (7).

9. Install the seats. (Refer to paragraph 4-133.)

4-135. LITTER PROVISIONS. The litter provisions consist of stowage and installation provisions for 24 litters. Provisions for 12 litters are located on each side of the cabin, arranged in four tiers. The provisions consist of bungee cords, straps, and litter brackets.

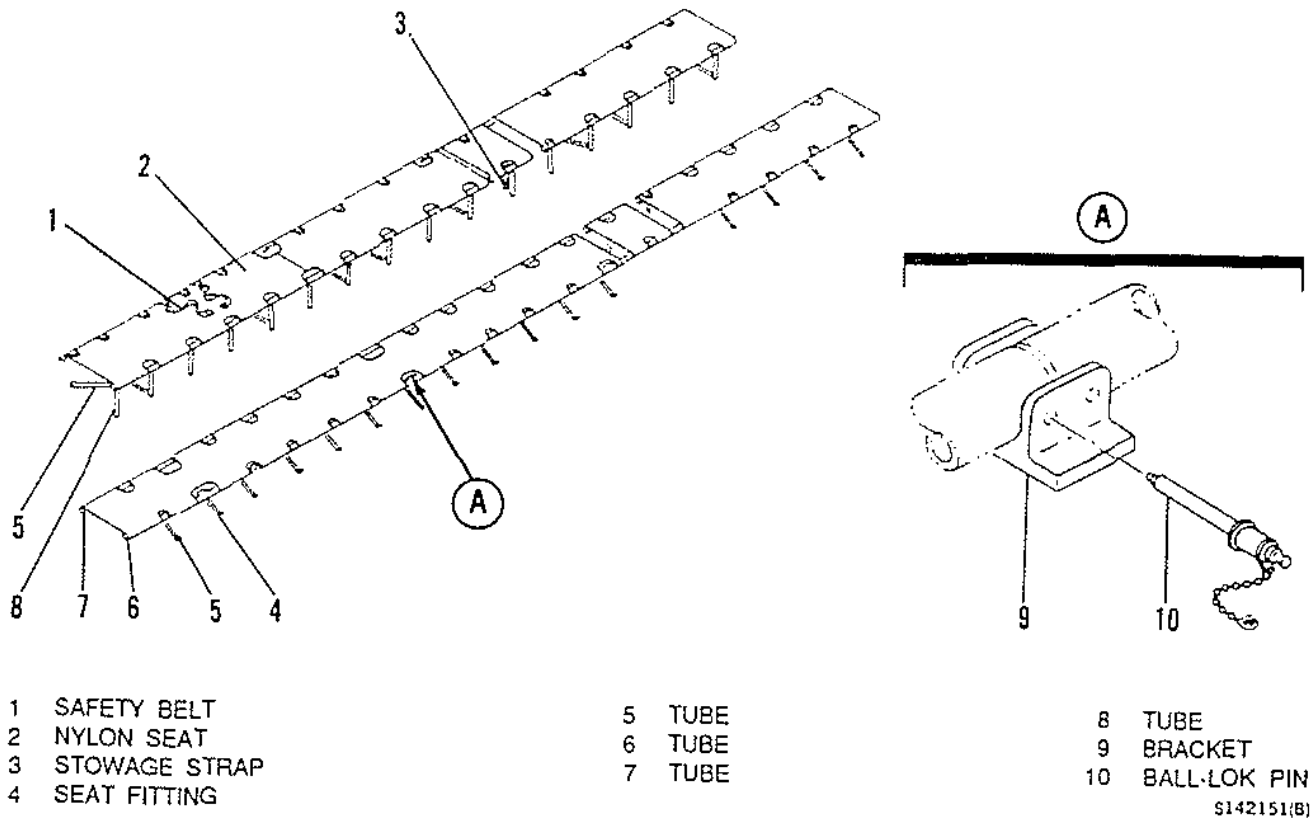


Figure 4-34. Troop Seats - Removal/Installation/Parts Replacement

4-136. Removal.

1. Fold up the troop seats and remove the cargo strap (1, figure 4-35) or the litter strap assembly (2) by pulling back the bungee cord (4).

2. Remove the attachment fitting (12), tip (6), buckle (7), and bracket (9) from the straps (8, 10, and 11).

3. Remove the bungee cord (4) by removing the rivets (3 and 5).

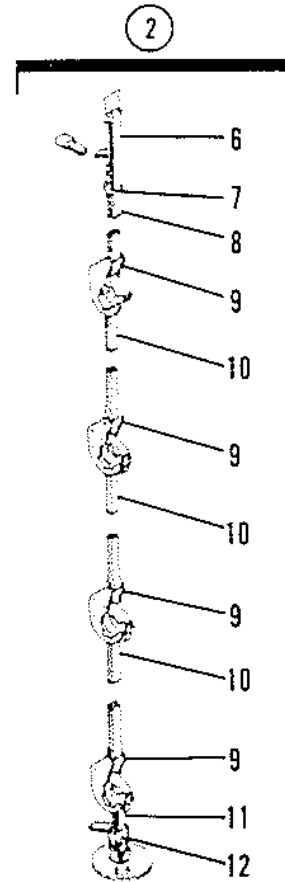
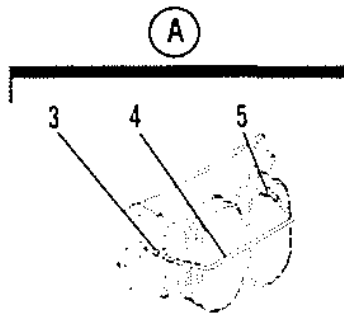
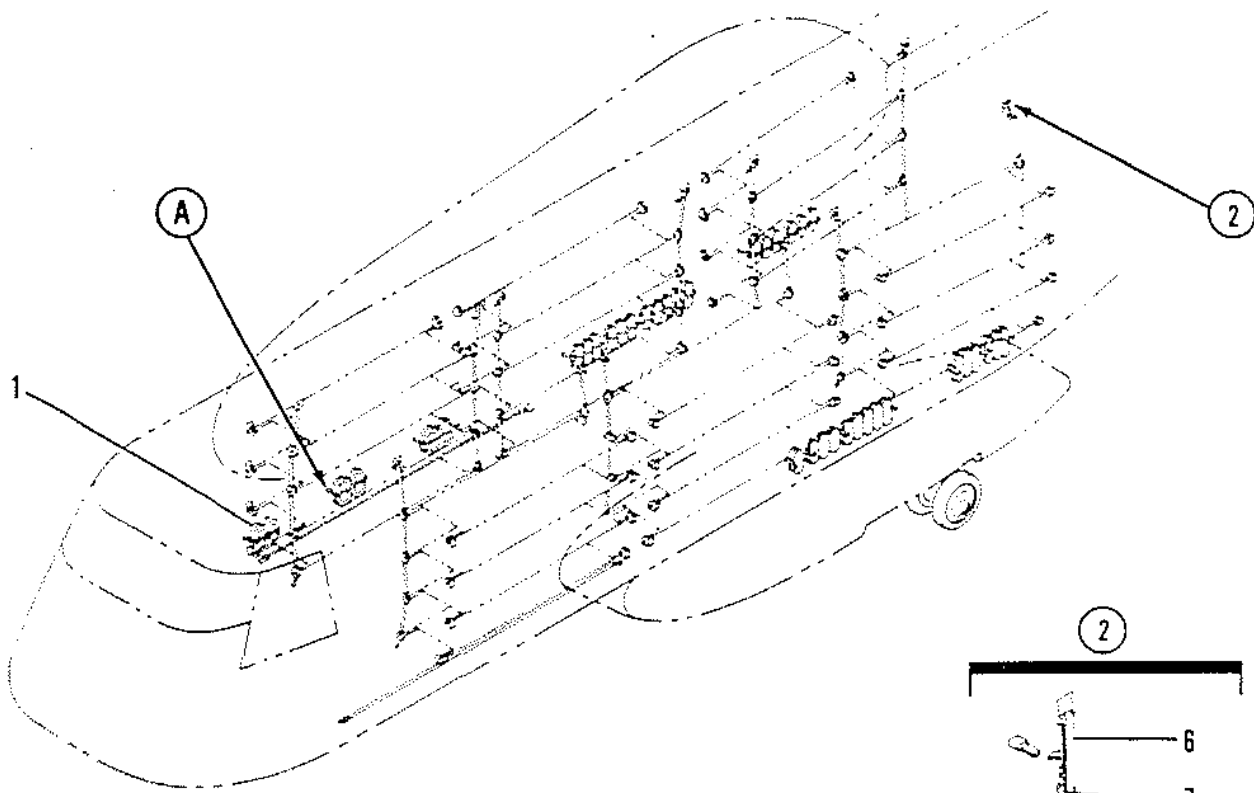
4-137. Installation.

1. Attach the bracket (9, figure 4-35), buckle (7), tip (6), and attachment fitting (12) to the straps (8, 10, and 11).

2. Position the bungee cord (4) to the frame and secure with rivets (3 and 5).

3. Install the litter strap assembly (2) or cargo strap (1) behind the bungee cord (4) and fold down the troop seat.

4-138. HELI-TEAM LEADER'S SEAT. The heli-team leader's seat (figure 4-36) is positioned on the RH side of the cockpit entrance and enables the heli-team leader to consult with the pilots during flight operations. It is designed to be occupied during takeoffs and landings. The seat consists of channel supports, track assembly, base assembly, seat back assembly, seat cushion, lap belts, and a shoulder harness with inertia reel and control handle. The seat must be folded up to gain entrance or exit from the cockpit. The seat is folded by sliding seat to its rearward position and raising to a rotating position behind the broom closet. The seat is secured to bulkhead in the stowed position with retainer assembly (bungee cord). The seat back can be lowered by raising T handle and lowering back toward the floor when seat is in the sitting position.



- 1 CARGO STRAP
- 2 LITTER STRAP ASSEMBLY
- 3 RIVET
- 4 BUNGEE CORD
- 5 RIVET
- 6 TIP

- 7 BUCKLE
- 8 STRAP
- 9 BRACKET
- 10 STRAP
- 11 STRAP
- 12 ATTACHMENT FITTING

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Figure 4-35. Litter Provisions - Removal/Installation