

UNITED STATES MILITARY AIRCRAFT

by Jos Heyman

Tri-service

H=Helicopter

Although the H=Helicopter series was introduced on 18 September 1962 and several designs were redesignated in this series, the military services have continued to use the H = Helicopter series established for the USAF.

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H-1

Bell Iroquois

Specifications:

rdm: 44', 13.41 m
length: 39'7", 12.07 m
engines: 1 Lycoming T53-L-5
max. speed: 152 mph, 245 km/h



(Source: US Army)

The H-1 designation has been applied to various generations of utility helicopters with model designations 204, 205, 209, 212, 249 and the names Iroquois, Hueycobra and Kingcobra. More than 9000 of all types were produced not only by Bell but also by Agusta, AIDC(China) and Mitsui. The helicopter is used by a large number of other countries. It should be noted that due to the proliferation of variants, some later designations were issued out of sequence.

Type	Designations
204	XH-40, UH-1A, TH-1A, XH-1A, UH-1B, UH-1C, UH-1E, UH-1F, HH-1K, UH-1L, UH-1M, UH-1P and variants
205	UH-1D, UH-1H, HH-1H, EH-1H, UH-1V, HH-1V, UH-1X and variants
209	AH-1G, TH-1G, AH-1J, AH-1Q, AH-1R, AH-1W and variants
212	UH-1N, VH-1N and variants
249	AH-1S, AH-1T and variants

On 18 September 1962 those HU-1As remaining in service were redesignated as **UH-1A**. On the same day the YHU-1Bs were redesignated as **YUH-1B** although some reference sources suggest that the YUH-1B is a reworked XH-40A.

The designation **TH-1A** was applied in 1972 to fourteen UH-1As which were fitted with dual controls and blind flying instruments and were assigned to the Army Aviation School.

A single UH-1A was tested as **XH-1A** with a grenade launcher in the nose.

The **UH-1B** designation was on 18 September 1962 assigned to those HU-1Bs remaining in service whereas production continued under this designation. The helicopter was fitted with a Lycoming T53-L-11 engine and further examples were built for the US Army with serials 63-8500/8738, 63-9784/9791, 63-12903/12955, 63-13086/13089, 63-13586/13593 and 64-13902/14100. A batch with serials 64-14192/14201 was cancelled. Examples were also supplied to the US Navy, Australia and Norway.

A single UH-1B, with serial 64-18261, was used for special electronics tests in 1962 as **NUH-1B**. On completion of the tests it reverted to UH-1B. Another NUH-1B was serialised as 62-12554. The designation **QH-1B** has been applied to a number of helicopters converted as drones by Kaman.

Originally assigned the designation HU-1C, **UH-1Cs** were produced for the US Army after 18 September 1962, the date of redesignation. The serials were 64-14101/14191, 64-17621/17623, 65-9416/9564, 65-12738/12744, 65-12759/12764, 65-12772, 65-12846, 65-12853/12856, 66-491/745, 66-14420 and 66-15000/15245. Aircraft 65-12765 was canceled. Some were supplied to Australia and Norway. A number of aircraft were converted by Kaman as **QH-1C** drones.

On 18 September 1962 those YHU-1Ds remaining in service were redesignated as **YUH-1D**. This version, which had a rdm of 48', 14.63 m, a length of 41'11", 12.78 m was fitted with a T53-L-11 engine.

On the same day the HU-1D design was redesignated as **UH-1D** and although the first 30 were ordered as HU-1D, all aircraft were completed for the US Army as UH-1D. Production consisted of 62-2106/2113, 62-12351/12372, 63-8739/8859, 63-12956/13002, 64-8352/8364, 64-13000/13036, 64-13492/13901, 65-9565/10135, 65-12773/12776, 65-12847/12852, 65-12857/12895, 66-746/1210, 66-8574/8577, 66-16000/16306 and 70-4507/4510. Aircraft with serials 65-10136/10315 were cancelled.

The designation **CUH-1D** was applied as an interim designation for the **CUH-1H** whilst **HH-1D** was applied to a rescue conversion of the UH-1D.

On 18 September 1962 the HU-1E design was redesignated as **UH-1E**. Although the first 34 aircraft were ordered as HU-1E, all 192 aircraft were produced as UH-1E. The helicopter was similar to the UH-1D but was optimised for use by the USMC. The serials were 151840/151887, 152416/152439, 153740/153767, 154750/154780, 154943/154969 and 155337/155354. Production of batches with serials 155355/155367 and 157935/157976 was cancelled. One UH-1E was later transferred to the USAF with serial 84-474. The designation **NUH-1E** was used for aircraft used for tests.

The **TH-1E** was a trainer version of the UH-1E of which 20 were built with serials 154730/154749. A number of aircraft were converted as **QH-1E** drones by Kaman.

The designation **AH-1E** was applied to a number of AH-1S aircraft for the USMC had been converted. Serials included 77-22763, 77-22764, 77-22771, 77-22772, 77-22773, 77-22774, 77-22775, 77-22776, 77-22777, 77-22778, 77-22779, 77-22789, 77-22790, 77-22791, 77-22792, 77-22793, 77-22794, 77-22795, 78-23043, 78-23044, 78-23045, 78-23046, 78-23047, 78-23048, 78-23049, 78-23050, 78-23051, 78-23052, 78-23053, 78-23054, 78-23055, 78-23056, 78-23057, 78-23058, 78-23059, 78-23060, 78-23061, 78-23062, 78-23063, 78-23064, 78-23065, 78-23066, 78-23067, 78-23068, 78-23076, 78-23077, 78-23091 and 78-23092.

The **UH-1F** version had seating for 10 passengers and was fitted with a General Electric T58-GE-3 engine, being similar in dimensions to the UH-1A. It was previously designated as XH-48A and was used by the USAF as operational support for ICBM sites. The first flight was in February 1964 and aircraft were built with serials 62-5434(?), 63-13142/13165, 64-15476/15501, 65-7911/7965, 66-1211/1224 and 66-15358. A UH-1F with serial 66-15359 was cancelled. The **TH-1F** was a training version of which 27 were ordered with serials 66-1225/1251. In addition a UH-1F with serials 65-7962 was converted to this standard.

The **AH-1F** designation was applied to a modernised version of the AH-1S and many AH-1Gs and AH-1Ss were converted to this standard. Serials included 66-15249/15253, 66-15255, 66-15257, 66-15259, 66-15261/15264, 66-15266, 66-15271, 66-15273, 66-15275, 66-15277, 66-15283/15286, 66-15289/15290, 66-15292/15293, 66-15295/15296, 66-15299/15309, 66-15312/15313, 66-15315/15316, 66-15318, 66-15321/15322, 66-15324/15325, 66-15327/15328, 66-15330, 66-15335, 66-15338/15339, 66-15342/15354, 66-15356, 67-15450, 67-15452, 67-15455/15457, 67-15459, 67-15460, 67-15462, 67-15465, 67-15469, 67-15470, 67-15472/15477, 67-15479/15481, 67-15485, 67-15487, 67-15489/15492, 67-15495/15497, 67-15502, 67-15504/15508, 67-15512/15513, 67-15520/15522, 67-15524, 67-15528, 67-15530, 67-15533, 67-15535, 67-15537, 67-15540, 67-15548, 67-15551, 67-15565, 67-15567/15568, 67-15570/15572, 67-15577, 67-15586/15587, 67-15589, 67-15593, 67-15595, 67-15599/15600, 67-15603, 67-15608, 67-15610, 67-15613/15614, 67-15616/15617, 67-15621/15622, 67-15624, 67-15627, 67-15633, 67-15639, 67-15642/15643, 67-15646, 67-15649/15650, 67-15652/15653, 67-15659, 67-15662, 67-15664/15666, 67-15675, 67-15679, 67-15682/15684, 67-15688/15690, 67-15697, 67-15700/15701, 67-15703, 67-15705, 67-15710, 67-15715/15717, 67-15720/15722, 67-15726, 67-15736, 67-15741, 67-15745, 67-15758, 67-15759, 67-15763, 67-15764, 67-15766, 67-15768/15769, 67-15771/15772, 67-15775/15776, 67-15781, 67-15784, 67-15789/15790, 67-15795, 67-15797/15799, 67-15800/15805, 67-15808/15811, 67-15813, 67-15815, 67-15819, 67-15822/15826, 67-15831, 67-15833, 67-15838, 67-15842/15844, 67-15852, 67-15859, 67-15860, 67-15863, 67-15866/15867, 68-15000/15001, 68-15003, 68-15007, 68-15016, 68-15027, 68-15031, 68-15036, 68-15038, 68-15042, 68-15045, 68-15046, 68-15057, 68-15068/15069, 68-15084/15086, 68-15091/15093, 68-15097, 68-15100/15102, 68-15104/15106, 68-15110, 68-15112/15113, 68-15115/15118, 68-15131, 68-15133/15134, 68-15138, 68-15142, 68-15147/15148, 68-15152, 68-15167, 68-15173/15174, 68-15180, 68-15208, 68-17023, 68-17028, 68-17031, 68-17040, 68-17043, 68-17047, 68-17049, 68-17052, 68-17062/17063, 68-17065/17067, 68-17070, 68-17072, 68-17074/17076, 68-17078/17080, 68-17082, 68-17084/17085, 68-17087/17088, 68-17091, 68-17092, 68-17095/17096, 68-17100/17101, 68-17104/17105, 68-17108, 68-17111/17112, 69-16410/16411, 69-16415/16416, 69-16422/16424, 69-16426/16436, 69-16439/16442, 69-16445/16446, 70-15947, 70-15950/15954, 70-15956, 70-15958/15959, 70-15961, 70-15963, 70-15967, 70-15969/15971, 70-15980, 70-15986, 70-15989/15991, 70-15993/15996, 70-15999, 70-16001, 70-16003, 70-16011/16012, 70-16016, 70-16020, 70-16032/16034, 70-16043, 70-16045, 70-16048, 70-16053/16054, 70-16091, 71-20983/20985, 71-20998, 71-21003, 71-21012, 71-21014, 71-21028/21029, 71-21031, 71-21033, 71-21033, 71-21044, 71-21050/21051, 76-22567, 76-22600, 78-23093/23102, 78-23109/23110, 78-23116/23124, 79-23187/23191, 79-23195/23202, 79-23208/23212, 79-23217/23240, 79-23246/23252, 80-23510/23521, 81-23526/23540, 82-24065/24076 and 83-24191. In addition aircraft with serials 79-23390/23393 and 80-23522/23525 were built outright as AH-1F whilst a batch with serials 84-24675/24676 was cancelled.

The **TAH-1F** was a training version of which a number were built or converted including serials 66-15253, 66-15300/15309, 66-15318, 66-15341/15354, 67-15462, 67-15505, 67-15513, 67-15537, 67-15567, 67-15570, 67-15595, 69-16446, 70-15953, 70-15963, 70-15967, 70-16001, 70-16032 and 71-21031.

Aircraft with serials 66-15339, 67-15603, 69-16423, 76-22600 and 78-23098 were converted as **JAH-1F**.

The **AH-1G** Hueycobra was a specialised attack version (model 209) with two 7.62mm guns and four store pylons. The rdm was 44', 13.41 m, length 44'7", 13.59 m and the aircraft were fitted with a Lycoming T53-L-13 engine. Two prototypes were built as **YAH-1G** with serials 66-15246/15247. The production AH-1G aircraft were procured by the US Army with serials 64-7015/7016, 66-15248/15357, 67-15450/15869, 68-15000/15213, 68-17020/17113, 69-16410/16447, 70-15936/16105, 71-15090/15093, 71-20983/21052 and 72-21461/21464. In addition YAH-1G 66-15246 was converted to AH-1G standard.

The first flight was on 7 September 1965. A number were transferred to the USMC with only some of these receiving new serials 157204/157241.



(Source: US Army)

The **JAH-1G** was applied to aircraft 67-15681, 68-15191 and 71-20985 which were used for permanent testing, whilst a number of AH-1Gs with serials 66-15253, 66-15268, 66-15270, 66-15278/15282, 66-15288, 66-15290/15291, 66-15303, 66-15357, 67-15471, 67-15498/15499, 67-15623 and 67-15661 were converted as **TH-1G** trainers. A UH-1D with serial 64-13813 was converted as **UH-1G**.

The **UH-1H** was a version of the UH-1D with a Lycoming T53-L-13 engine. They were built for the US Army with serials 66-16307/17144, 67-17145/17859, 67-18411/18413, 67-18558/18577, 67-19475/19537, 68-15214/15794, 68-16050/16628, 69-15000/15959, 69-16650/16679, 69-16692/16732, 70-15700/15874, 70-15913/15932, 70-16200/16518, 71-20000/20339, 72-21465/21649, 73-21661/21860, 73-22054/22055, 73-22066/22135, 74-22295/22544, 76-22651/22672, 76-22685/22691, 77-22911/22930, 77-22951/22960, 78-23017/23042, 78-23146/23166, 78-23175/23186, 79-23402/23415, 82-24029/24053, 85-25489/25518 and 86-25519/25533. In addition a large number of UH-1Ds were converted to UH-1H. They had serials 62-2106, 62-2107, 62-2108, 62-2109, 62-2112, 62-2113, 62-12355, 62-12357, 62-12359, 62-12360, 62-12361, 62-12362, 62-12366, 62-12368, 62-12369, 62-12372, 63-8739, 63-8740, 63-8741, 63-8742, 63-8743, 63-8746, 63-8748, 63-8753, 63-8756, 63-8758, 63-8762, 63-8763, 63-8765, 63-8766, 63-8768, 63-8770, 63-8772, 63-8775, 63-8778, 63-8781, 63-8782, 63-8784, 63-8785, 63-8794, 63-8801, 63-8803, 63-8805, 63-8807, 63-8809, 63-8810, 63-8812, 63-8815, 63-8816, 63-8817, 63-8819, 63-8821, 63-8823, 63-8824, 63-8825, 63-8828, 63-8829, 63-8831, 63-8836, 63-8837, 63-8838, 63-8841, 63-8845, 63-8846, 63-8847, 63-8848, 63-8850, 63-8853, 63-8854, 63-8857, 63-8858, 63-8859, 63-12959, 63-12960, 63-12962, 63-12963, 63-12970, 63-12973, 63-12974, 63-12975, 63-12976, 63-12979, 63-12982, 63-12986, 63-12989, 63-12990, 63-12991, 63-12993, 63-12996, 63-12997, 63-12998, 64-13492, 64-13493, 64-13494, 64-13495, 64-13496, 64-13497, 64-13498, 64-13502, 64-13504, 64-13506, 64-13507, 64-13509, 64-13510, 64-13511, 64-13513, 64-13514, 64-13517, 64-13528, 64-13533, 64-13536, 64-13538, 64-13539, 64-13540, 64-13544, 64-13546, 64-13553, 64-13557, 64-13558, 64-13560, 64-13561, 64-13562, 64-13564, 64-13565, 64-13569, 64-13572, 64-13574, 64-13577, 64-13584, 64-13585, 64-13586, 64-13591, 64-13592, 64-13593, 64-13598, 64-13601, 64-13603, 64-13605, 64-13609, 64-13611, 64-13614, 64-13617, 64-13619, 64-13621, 64-13623, 64-13624, 64-13626, 64-13628, 64-13629, 64-13638, 64-13639, 64-13643, 64-13644, 64-13646, 64-13650, 64-13652, 64-13654, 64-13656, 64-13660, 64-13666, 64-13667, 64-13669, 64-13670, 64-13672, 64-13673, 64-13674, 64-13675, 64-13678, 64-13679, 64-13682, 64-13683, 64-13685, 64-13686, 64-13688, 64-13689, 64-13690, 64-13691, 64-13694, 64-13695, 64-13699, 64-13701, 64-13709, 64-13710, 64-13711, 64-13713, 64-13718, 64-13721, 64-13722, 64-13723, 64-13729, 64-13730, 64-13731, 64-13732, 64-13736, 64-13739, 64-13740, 64-13743, 64-13745, 64-13747, 64-13750, 64-13751, 64-13753, 64-13754, 64-13758, 64-13759, 64-13761, 64-13765, 64-13766, 64-13767, 64-13768, 64-13770, 64-13771, 64-13773, 64-13774, 64-13777, 64-13779, 64-13783, 64-13784, 64-13786, 64-13790, 64-13791, 64-13794, 64-13796, 64-13798, 64-13801, 64-13802, 64-13803, 64-13804, 64-13805, 64-13807, 64-13808, 64-13810, 64-13811, 64-13814, 64-13816, 64-13818, 64-13819, 64-13820, 64-13822, 64-13823, 64-13827, 64-13840, 64-13841, 64-13842, 64-13843, 64-13844, 64-13849, 64-13851, 64-13852, 64-13855, 64-13856, 64-13858, 64-13859, 64-13861, 64-13864, 64-13865, 64-13866, 64-13868, 64-13869, 64-13872, 64-13873, 64-13875, 64-13876, 64-13877, 64-13879, 64-13880, 64-13882, 64-13885, 64-13887, 64-13888, 64-13889, 64-13890, 64-13892, 64-13893, 64-13894, 64-13895, 64-13896, 64-13897, 65-7921, 65-7933, 65-7940, 65-7952, 65-7954, 65-7963, 65-9565, 65-9567, 65-9569, 65-9571, 65-9572, 65-9576, 65-9577, 65-9580, 65-9593, 65-9583/9585, 65-9587, 65-9589, 65-9590, 65-9592, 65-9593, 65-9596, 65-9598, 65-9600/9604, 65-9606, 65-9609, 65-9610, 65-9613/9615, 65-9617/9619, 65-9621, 65-9628, 65-9630, 65-9632, 65-9634, 65-9636, 65-9637, 65-9639/9644, 65-9646, 65-9648, 65-9649, 65-9651, 65-9652, 65-9654, 65-9655, 65-9657, 65-9660/9663, 65-9665/9669, 65-9671, 65-9679, 65-9682, 65-9685, 65-9687/9692, 65-9694/9700, 65-9702, 65-9703, 65-9705, 65-9708, 65-9710, 65-9712, 65-9714, 65-9718, 65-9719, 65-9722/9724, 65-9727, 65-9731, 65-9734/9736, 65-9739, 65-9742/9744, 65-9747/9754, 65-9756/9759, 65-9761/9767, 65-9770, 65-9771, 65-9773/9777, 65-9779, 65-9781, 65-9784/9786, 65-9788/9792, 65-9794, 65-9795, 65-9801, 65-9803/9805, 65-9808, 65-9814/9816, 65-9818, 65-9819, 65-9822, 65-9823, 65-9825, 65-9826, 65-9831/9837, 65-9839, 65-9840, 65-9844, 65-9846/9848, 65-9852, 65-9853, 65-9856/9858, 65-9862/9865, 65-9870/9872, 65-9874, 65-9875, 65-9877/9879, 65-9881, 65-9883, 65-9884, 65-9886, 65-9888, 65-9889, 65-9897/9899, 65-9902, 65-9906, 65-9908/9913, 65-9915, 65-9920, 65-9922, 65-9926, 65-9929, 65-9931, 65-9934, 65-9937, 65-9939, 65-9943/9945, 65-9947, 65-9949, 65-9952, 65-9953, 65-9956, 65-9958/9962, 65-9964, 65-9965, 65-9967/9969, 65-9971, 65-9973, 65-9974, 65-9977/9980, 65-9984, 65-9986, 65-9988, 65-9992, 65-9996, 65-9998/10000, 65-10005/10017, 65-10021/10023, 65-10025/10032, 65-10034/10036, 65-10041, 65-10042, 65-10049, 65-10050, 65-10052, 65-10054, 65-10055,

65-10059/10061, 65-10063, 65-10065, 65-10067/10069, 65-10071/10075, 65-10077, 65-10080, 65-10081, 65-10083, 65-10085, 65-10086, 65-10090, 65-10091, 65-10094/10096, 65-10098/10106, 65-10108, 65-10109, 65-10114/10118, 65-10120, 65-10124/10126, 65-10128/10133, 65-10135, 65-12773, 65-12774, 65-12776, 65-12849, 65-12851, 65-12852, 65-12857, 65-12858, 65-12859, 65-12860, 65-12866, 65-12868, 65-12871, 65-12872, 65-12873, 65-12874, 65-12876, 65-12878, 65-12879, 65-12880, 65-12882, 65-12884, 65-12886, 65-12889, 65-12895, 66-0746/0751, 66-0758/0762, 66-0764, 66-0765, 66-0767/0770, 66-0772, 66-0776, 66-0777, 66-0780/0786, 66-0788, 66-0789, 66-0791, 66-0792, 66-0795, 66-0796, 66-0798, 66-0801, 66-0805, 66-0809, 66-0810, 66-0812/0814, 66-0816, 66-0818, 66-0821, 66-0822, 66-0824/0828, 66-0831, 66-0835/0837, 66-0841/0844, 66-0848/0860, 66-0862, 66-0863, 66-0865, 66-0868, 66-0869, 66-0871/0873, 66-0875/0878, 66-0882/0886, 66-0888, 66-0890, 66-0891, 66-0893, 66-0894, 66-0896, 66-0899, 66-0901/0904, 66-0906, 66-0911/0915, 66-0920, 66-0925, 66-0926, 66-0928/0930, 66-0932, 66-0934, 66-0935, 66-0938, 66-0939, 66-0941, 66-0944, 66-0945, 66-0949, 66-0953, 66-0954, 66-0956/0958, 66-0960/0967, 66-0970, 66-0971, 66-0973, 66-0974, 66-0978/0980, 66-0982, 66-0983, 66-0987/0989, 66-0992, 66-0994, 66-0995, 66-0997, 66-0999/1001, 66-1003, 66-1005, 66-1007, 66-1009/1011, 66-1013, 66-1015, 66-1018, 66-1023/1026, 66-1030, 66-1033, 66-1036, 66-1038/1048, 66-1050/1052, 66-1056/1058, 66-1062, 66-1065, 66-1068, 66-1070, 66-1071, 66-1073, 66-1075/1082, 66-1084/1088, 66-1091/1093, 66-1095/1097, 66-1101, 66-1103/1105, 66-1107/1111, 66-1113, 66-1116, 66-1117, 66-1120, 66-1121, 66-1124/1127, 66-1129/1132, 66-1134/1137, 66-1139/1141, 66-1144, 66-1145, 66-1147, 66-1148, 66-1151, 66-1155, 66-1156, 66-1158, 66-1160/1165, 66-1167/1171, 66-1173, 66-1174, 66-1177, 66-1180/1184, 66-1188, 66-1190, 66-1192/1194, 66-1196, 66-1197, 66-1204, 66-1205, 66-1207, 66-1208, 66-1211, 66-1216, 66-8574, 66-8576, 66-8577, 66-16000, 66-16004/16007, 66-16009/16017, 66-16019/16021, 66-16023, 66-16024, 66-16027, 66-16028, 66-16030, 66-16031, 66-16034/16036, 66-16038, 66-16040, 66-16041, 66-16045, 66-16047/16049, 66-16052, 66-16054, 66-16056/16058, 66-16063, 66-16065, 66-16066, 66-16069/16072, 66-16074/16076, 66-16078, 66-16083, 66-16086, 66-16087, 66-16089, 66-16092/16094, 66-16101, 66-16103, 66-16106/16109, 66-16114, 66-16115, 66-16118, 66-16119, 66-16122, 66-16123, 66-16126/16129, 66-16131, 66-16132, 66-16135, 66-16137/16139, 66-16141, 66-16143, 66-16145, 66-16146, 66-16148/16150, 66-16155, 66-16161, 66-16163, 66-16164, 66-16168, 66-16171, 66-16173/16175, 66-16177, 66-16179, 66-16180, 66-16184, 66-16186, 66-16187, 66-16197, 66-16198, 66-16200/16203, 66-16209, 66-16210, 66-16214, 66-16215, 66-16218, 66-16220/16223, 66-16226/16228, 66-16234, 66-16236, 66-16238/16240, 66-16243, 66-16255, 66-16258, 66-16261, 66-16266, 66-16269, 66-16272/16274, 66-16276/16278, 66-16280, 66-16281, 66-16286/16290, 66-16293, 66-16294, 66-16296, 66-16298/16301, 66-16304 and 66-16305.

In addition Canada ordered the UH-1H design outside the US procurement system as **CUH-1H** or CH-118. A Japanese version of the UH-1H, designated as **UH-1J**, was built by Fuji.

The **JUH-1H** was a conversion with serials 63-12974, 63-12976, 65-10118, 65-12858, 66-894, 66-1164, 66-16103, 66-16179, 66-16977, 66-17020, 66-17080, 67-17448, 67-17691, 67-17748, 67-17755, 68-15239, 68-15248, 68-15480, 68-16156, 68-16228, 69-15000, 69-15155, 69-15312, 69-15532, 69-15617, 69-15836, 69-15918, 70-15869, 70-15870, 70-16223, 70-16235, 70-16302, 70-16318, 70-16330, 70-16332, 70-16333, 70-16442, 70-16491, 71-20033, 71-20171, 73-21684, 73-21685, 73-21724, 73-21802 and 73-22090.

One aircraft with serial 67-17223 was converted as **QUH-1H**. The **NUH-1H** designation was used for aircraft with serials 66-869 and 66-16769. The designation **YUH-1H** was used for a converted YUH-1D with serial 60-6029.

The **EH-1H** designation was used for helicopters converted for ECM missions and included 67-17448, 68-15246, 69-15085, 69-15103, 69-15145, 69-15239, 69-15265, 69-15338, 69-15340, 69-15349, 69-15455, 69-15469, 69-15499, 69-15578, 69-15676, 69-15684, 69-15706, 69-15713, 69-15858, 69-15865, 69-15896, 69-15913, 69-15930 and 69-16713. Aircraft 69-15340 was also flown as **JEH-1H**.

The **HH-1H** was a base rescue version of the UH-1H of which 30 were built for the USAF with serials 70-2457/2486.

In 1977 reference was made to a **OH-1H** version for the US Army.

The **TH-1H** was a training version for the USAF of which 24 were converted from older aircraft. The first one was 73-22133 and flew for the first time on 5 November 2005. Other serials included 73-21840.

The **AH-1J** was a version of the AH-1G for the USMC. Known as Seacobra it was fitted with a Pratt & Whitney T400-CP-400 and armed with a 20 mm three barrel cannon and four stores pylons. Production took place with serials 157757/157805 and 159210/159229 whilst a batch with serials 160105/160119 was cancelled. In addition Iran ordered 202 directly from Bell.

HH-1K was a rescue version of the UH-1E fitted with a T53-L-13 engine. 27 were built for the US Navy with serials 157177/157203.

The designation **TH-1L** was assigned to an advanced training version of the UH-1E fitted with a T53-L-13 engine, of which 90 were procured by the US Navy with serials 157806/157850 and 157859/157903. The **UH-1L** was a utility version of the TH-1L and 8 were ordered with serials 157851/157858. In addition UH-1E with serial 151267 was converted to this standard.

The designation **UH-1M** was applied to night attack conversions of the UH-1C for use in Vietnam in 1968. The serials were 64-14101, 64-14102, 64-14107, 64-14110, 64-14111, 64-14115/14119, 64-14121, 64-14123, 64-14125, 64-14127, 64-14129, 64-14131, 64-14135, 64-14136, 64-14137, 64-14138, 64-14139, 64-14140, 64-14142, 64-14144, 64-14145, 64-14148, 64-14150, 64-14152, 64-14154, 64-14156, 64-14157, 64-14166, 64-14175, 64-14176, 64-14179, 64-14182, 64-14185, 64-14190, 65-9418, 65-9420, 65-9423, 65-9424, 65-9426, 65-9428, 65-9429, 65-9430, 65-9435, 65-9436, 65-9440, 65-9442, 65-9444, 65-9445, 65-9446, 65-9455, 65-9456, 65-9460, 65-9462, 65-9463, 65-9470, 65-9472, 65-9473, 65-9475, 65-9476, 65-9483, 65-9484, 65-9488, 65-9490, 65-9495, 65-9496, 65-9497, 65-9498, 65-9499, 65-9500, 65-9501, 65-9504, 65-9507, 65-9510, 65-9513, 65-9516, 65-9519, 65-9520, 65-9521, 65-9525, 65-9528, 65-9531, 65-9532, 65-9533, 65-9534, 65-9536, 65-9540, 65-9541, 65-9547, 65-9548, 65-9552, 65-9555, 65-9556, 65-9558, 65-12739, 65-12740, 65-12741, 65-12742, 65-12743, 65-12744, 66-491, 66-492, 66-494, 66-497, 66-498, 66-499, 66-506, 66-511, 66-512, 66-513, 66-520, 66-522, 66-524, 66-528, 66-535, 66-537, 66-539, 66-540, 66-544, 66-546, 66-547, 66-551, 66-552, 66-555, 66-557, 66-558, 66-560, 66-563, 66-567, 66-568, 66-569, 66-572, 66-576, 66-584, 66-586, 66-588, 66-595, 66-599, 66-602, 66-605, 66-607, 66-608, 66-609, 66-616, 66-618, 66-623, 66-625, 66-627, 66-629, 66-630, 66-632, 66-635, 66-636, 66-641, 66-643, 66-644, 66-645, 66-648, 66-649, 66-655, 66-659, 66-663, 66-664, 66-668, 66-669, 66-672, 66-676, 66-679, 66-683, 66-684, 66-685, 66-687, 66-688, 66-689, 66-690, 66-698, 66-703, 66-708, 66-709, 66-712, 66-717, 66-719, 66-721, 66-722, 66-726, 66-731, 66-733, 66-734, 66-740, 66-15000, 66-15003, 66-15005, 66-15008, 66-15016/15017, 66-15021, 66-15023/15024,

66-15028, 66-15034, 66-15036, 66-15038, 66-15046/15047, 66-15050, 66-15054, 66-15056/15058, 66-15062, 66-15063, 66-15068/15071, 66-15076/15078, 66-15080, 66-15082/15084, 66-15089, 66-15098/15099, 66-15101/15102, 66-15106/15108, 66-15111, 66-15116, 66-15118, 66-15122, 66-15124, 66-15127/15128, 66-15131, 66-15134, 66-15137/15138, 66-15143/15147, 66-15150, 66-15154, 66-15156, 66-15160, 66-15170, 66-15173, 66-15174, 66-15176, 66-15179, 66-15181, 66-15182, 66-15183, 66-15184, 66-15185, 66-15186, 66-15187, 66-15188, 66-15189, 66-15190, 66-15191, 66-15193/15197, 66-15200, 66-15205, 66-15211, 66-15212, 66-15216, 66-15217, 66-15218, 66-15220, 66-15221, 66-15222, 66-15217, 66-15225, 66-15229, 66-15230, 66-15231, 66-15234, 66-15236, 66-15238, 66-15242, 66-15243 and 66-15245.

Of these aircraft 65-9423 and 66-672 were used for tests as **JUH-1M** whilst 63-8684 was used as **NUH-1M**.

Aircraft with serials 64-14119, 64-14135, 64-14136, 64-14140, 64-14166, 65-9420, 65-9440, 65-9456, 65-9473, 65-9476, 65-9488, 65-9510, 65-9533, 65-9541, 65-9552, 65-9555, 65-12739, 65-12740, 65-12741, 65-12742, 65-12743, 66-491, 66-506, 66-544, 66-555, 66-558, 66-568, 66-569, 66-584, 66-605, 66-623, 66-625, 66-627, 66-629, 66-645, 66-667, 66-668, 66-679, 66-703, 66-733, 66-734, 66-15016, 66-15017, 66-15023, 66-15046, 66-15054, 66-15056, 66-15063, 66-15082, 66-15099, 66-15111, 66-15116, 66-15122, 66-15124, 55-15137, 66-15145, 66-15146, 66-15147, 66-15154, 66-15156, 66-15173, 66-15181, 66-15182, 66-15183, 66-15184, 66-15185, 66-15186, 66-15187, 66-15188, 66-15189, 66-15190, 66-15205, 66-15218, 66-15220, 66-15231 and 66-15242 were converted as **QUH-1M** drones.

The designation **QH-1M** was also associated with a drone conversion by Kaman.

The **UH-1N** was based on the model 212, a twin engine development with seating for 14 passengers, a rdm of 48'2", 14.68 m, length of 42'5", 12.93 m and 2 Pratt & Whitney T400-CP-400 engines. The USAF ordered 1110 whereas the US Navy and USMC ordered 205. The serials were 68-10772/10776, 69-6600/6670, 69-7536/7538, 69-16450/16470, 70-15650/15699, 73-22054/22055, 158230/158291, 158548/158550, 158555, 158558/158562, 158762/158785, 159186/159209, 159565, 159680/159703, 159774/159777, 160165/160179, 160438/160461, 160619/160624 and 160827/160838. Production of a batch with serials 158438/158452 was cancelled.

Several UH-1Ns were converted as **HH-1N** for search and rescue duties. They had serials 158552, 158230, 158231, 158233, 158235, 158236, 158237, 158238, 158239, 158240, 158241, 158244, 158245, 158246, 158250, 158253, 158255, 158258, 158272, 158276, 158278, 158283, 158284, 158288, 158290, 158553, 158556, 158762/158764, 158766, 158770, 158771, 160827, 160829, 160830, 160832, 160834, 160836 and 160838.

The designation was also used for a conversion of 60-3582.

The designations **JUH-1N** and **NUH-1N** were applied to UH-1Ns used for test purposes.

The **VH-1N** designation was applied to a staff transport version of the UH-1N used by the USMC. Two, 158277 and 158278, were converted from UH-1Ns whereas six were built outright. The serials were 158551/158554 and 158556/158557. The VH-1N designation was also used for aircraft with serials 69-6655/6658, 69-6667/6669 and 69-7538.

A Canadian version of the UH-1N, procured outside the US system, was known as **CUH-1N** or CH-135.

A number of UH-1Fs were converted as **UH-1P** for classified psychological warfare duties in Vietnam. Serials included 63-13146, 63-13149, 63-13150, 63-13156, 63-13160, 63-13161, 63-13162, 63-13163, 63-13165, 64-15476, 64-15486, 64-15493, 65-7925, 65-7926, 65-7928, 65-7929, 65-7931, 65-7936, 65-7939, 65-7941, 65-7948, 66-1211, 66-1220, 66-1228, 66-1241, 66-1245 and 66-1249.

The designation **AH-1P** was assigned to a conversion of the AH-1S. Serials were 66-15349, 68-17024, 76-22567/22571, 76-22576/22581, 76-22592, 76-22593, 76-22598/22604, 76-22692/22696, 76-22702/22708, 77-22729/22735 and 77-22737/22762. Aircraft 76-22570 and 76-22576 were further converted as **JAH-1P**. The designation **TAH-1P** was used for converted aircraft 76-22599, 76-22601, 76-22605, 76-22695, 77-22734, 77-22741, 77-22754 and 77-22758.

An anti-tank conversion of the AH-1G was known as **AH-1Q**. The aircraft were equipped with Hughes TOW missiles. A total of 100 were converted and additional contracts were diverted to the AH-1S. Serials for the AH-1Q included 68-15086. The designation **YAH-1Q** is also known.

Two AH-1Gs were converted as **YAH-1R** with a Lycoming T53-L-703 engine. They included serial 70-15936.

The designation **YAH-1S** was allocated to the Bell 249 (70-16016) demonstration aircraft for the AH-1S version. The designation was also applied to a converted AH-1G with serial 70-16019.

The **AH-1S** was an advanced anti-tank version for the US Army of the AH-1G and AH-1Q fitted with a T53-L-703 engine. 378 AH-1Gs and AH-1Qs were upgraded to this standard whereas others were built outright. The serials of converted aircraft were 66-15253, 66-15254, 66-15268, 66-15270, 66-15278/15282, 66-15291, 66-15297, 66-15298, 66-15303, 66-15317, 66-15331, 66-15357, 67-15463, 67-15467, 67-15471, 67-15482, 67-15486, 67-15494, 67-15498/15499, 67-15503, 67-15509, 67-15516, 67-15532, 67-15536, 67-15541, 67-15543/15544, 67-15546/15547, 67-15550, 67-15553, 67-15555, 67-15560, 67-15562/15564, 67-15607, 67-15611, 67-15618/15619, 67-15629, 67-15640/15641, 67-15645, 67-15647/15648, 67-15654/15657, 67-15660, 67-15661, 67-15663, 67-15678, 67-15680, 67-15685, 67-15687, 67-15693, 67-15702, 67-15708, 67-15731, 67-15732, 67-15738, 67-15740, 67-15742, 67-15744, 67-15749, 67-15754, 67-15785, 67-15787, 67-15791/15792, 67-15794, 67-15796, 67-15800, 67-15817, 67-15827/15828, 67-15830, 67-15834, 67-15837, 67-15851, 67-15854, 67-15857, 68-15011/15012, 68-15017/15018, 68-15021/15023, 68-15028, 68-15030, 68-15035, 68-15043, 68-15049, 68-15051/15054, 68-15058, 68-15064, 68-15066/15067, 68-15071, 68-15074, 68-15076, 68-15083, 68-15086, 68-15088/15091, 68-15094/15096, 68-15122/15123, 68-15126, 68-15128/15230, 68-15139, 68-15443/15144, 68-15146, 68-15149, 68-15151, 68-15153, 68-15155/15159, 68-15166, 68-15169, 68-15172, 68-15177/15179, 68-15181, 68-15183, 68-15186, 68-15192, 68-15195/15197, 68-15200, 68-15202/15205, 68-15209, 68-15212, 68-17022, 68-17024/17026, 68-17034, 68-17036/17037, 68-17042, 68-17044, 68-17046, 68-17049, 68-17051, 68-17054/17056, 68-17058, 68-17060/17061, 68-17069, 68-17071, 68-17092, 68-17093, 68-17098/17099, 68-17109, 68-17113, 69-16158, 69-16412/16413, 69-16417, 69-16437, 69-16443/16444, 70-15936/15946, 70-15948, 70-15949, 70-15956, 70-15957, 70-15962, 70-15964/15968, 70-15973/15985, 70-15987, 70-15988, 70-15997/15998, 70-16000, 70-16004/16007, 70-16009, 70-16010, 70-16013, 70-16017/16019, 70-16021/16026, 70-16028/16029, 70-16031, 70-16035, 70-16038/16042, 70-16044, 70-16046/16047, 70-16050/16052, 70-16055/16067, 70-16069/16073, 70-16089, 70-16090, 70-16092/16101, 70-16103/16105, 71-20986/20988, 71-20990/20997, 71-20999/21002, 71-21004/21011, 71-21015/21027, 71-21030, 71-21034, 71-21037, 71-

21039, 71-21040/21043, 71-21045, 71-21046, 71-21048 and 71-21052. Aircraft built outright were serialised 76-22567/22626, 76-22692/22713, 77-22729/22810, 78-23043/23125, 78-23167/23174, 79-23187/23252, 80-23510/23521, 81-23526/23540, 82-24055/24100 and 83-24189/24199. A batch with serials 76-22611/22626 was cancelled.

Aircraft were later further modified without a change in designation whilst others were delivered as AH-1F and AH-1P.

The **TAH-1S** was a training version of the AH-1S in support of the AH-64A training programmes, and aircraft included 66-15300, 66-15309, 66-15318, 66-15341 and 69-16446. The **TH-1S** was a designation applied to 15 converted AH-1Ss, including 70-16056. The **JAH-1S** refers to AH-1Ss used for testing purposes and included 70-16066. The designation **NAH-1S** was applied to a single aircraft used by NASA with serial 738 which was 70-15979.

Honeywell converted a number of AH-1Ss as **QAH-1S** Hokum look alikes.

The **AH-1T** was an improved version of the AH-1J for the USMC. The rdm was 48', 14.63 m, length 45'3", 13.79 m and the aircraft was equipped with 1 Pratt & Whitney T400-WV-402. The first flight was on 20 May 1976 and serials were 160105/160114 (which were originally ordered as or converted from AH-1J), 160742/160748, 160797/160826 and 161015/161022. Converted aircraft included 159228. The designation **JAH-1T** was used for aircraft converted for temporary tests.

The **EH-1U** designation was used for a converted UH-1Hs.

A medi-evac conversion of the UH-1H was designated as **UH-1V** and 220 were converted, including serials 66-772, 66-831, 66-836, 66-902, 66-930, 66-945, 66-1046, 66-1104, 66-1105, 66-16005, 66-16114, 66-16138, 66-16143, 66-16146, 66-16155, 66-16228, 66-16239, 66-16243, 66-16272, 66-16296, 66-16349, 66-16355, 66-16372, 66-16397, 66-16419, 66-16475, 66-16484, 66-16513, 66-16538, 66-16554, 66-16627, 66-16700, 66-16740, 66-16772, 66-16814, 66-16836, 66-16859, 66-16868, 66-16877, 66-16894, 66-16896, 66-16944, 66-16972, 66-17030, 66-17089, 66-17100, 67-17145, 67-17187, 67-17189, 67-17200, 67-17202, 67-17268, 67-17332, 67-17334, 67-17337, 67-17414, 67-17454, 67-17455, 67-17459, 67-17519, 67-17523, 67-17526, 67-17534, 67-17535, 67-17547, 67-17599, 67-17645, 67-17661, 67-17701, 67-17783, 67-17802, 67-17810, 67-17813, 67-17846, 67-19492, 67-19494, 67-19521, 67-19534, 68-15214, 68-15227, 68-15354, 68-15431, 68-15444, 68-15461, 68-15492, 68-15526, 68-15528, 68-15529, 68-15532, 68-15543, 68-15592, 68-15593, 68-15594, 68-15622, 68-15677, 68-15678, 68-15688, 68-15743, 68-15762, 68-16116, 68-16131, 68-16138, 68-16165, 68-16174, 68-16229, 68-16235, 68-16252, 68-16263, 68-16301, 68-16321, 68-16349, 68-16355, 68-16415, 68-16421, 68-16446, 68-16475, 68-16507, 68-16519, 68-16526, 68-16553, 68-16575, 68-16614, 68-16623, 68-16627, 69-15002, 69-15012, 69-15016, 69-15027, 69-15071, 69-15081, 69-15091, 69-15162, 69-15171, 69-15180, 69-15208, 69-15219, 69-15228, 69-15229, 69-15247, 69-15249, 69-15253, 69-15267, 69-15268, 69-15269, 69-15271, 69-15298, 69-15322, 69-15323, 69-15325, 69-15326, 69-15331, 69-15341, 69-15362, 69-15370, 69-15408, 69-15439, 69-15447, 69-15509, 69-15518, 69-15531, 69-15636, 69-15641, 69-15683, 69-15699, 69-15717, 69-15719, 69-15756, 69-15758, 69-15790, 69-15814, 69-15818, 69-15844, 69-15845, 69-15847, 69-15848, 69-15849, 69-15852, 69-15854, 69-15861, 69-15862, 69-15914, 69-15917, 69-15919, 69-15922, 69-15924, 69-15926, 69-15927, 69-15928, 69-15929, 69-15931, 69-15940, 69-15941, 69-15946, 69-16711, 69-16719, 69-16727, 69-16728, 70-15784, 70-15790, 70-15798, 70-15799, 70-15872, 70-15873, 70-15929, 70-16201, 70-16209, 70-16222, 70-16224, 70-16225, 70-16227, 70-16237, 70-16240, 70-16243, 70-16248, 70-16249, 70-16251, 70-16259, 70-16262, 70-16266, 70-16268, 70-16276, 70-16280, 70-16328, 70-16360, 70-16353, 70-16361, 70-16363, 70-16364, 70-16368, 70-16370/16373, 70-16378/16383, 70-16385, 70-16386, 70-16387, 70-16389, 70-16390/16394, 70-16396, 70-16407, 70-16422, 70-16437, 70-16460, 70-16461, 70-16464, 70-16465, 70-16468, 70-16516, 71-20002, 71-20003, 71-20006, 71-20009, 71-20016, 71-20017, 71-20018, 71-20019, 71-20023, 71-20024, 71-20026, 71-20036, 71-20050, 71-20059, 71-20063, 71-20088, 71-20105, 71-20112, 71-20127, 71-20129, 71-20156, 71-20159, 71-20166, 71-20177, 71-20206, 71-20213, 71-20214, 71-20220, 71-20225, 71-20228, 71-20237, 71-20258, 71-20259, 71-20280, 71-20284, 71-20286, 71-20294, 71-20300/20307, 71-20311, 71-20315, 71-20319, 71-20322, 71-20329, 71-20332, 72-21481, 72-21488, 72-21513, 72-21516, 72-21547, 72-21549, 72-21550, 72-21559, 72-21561, 72-21565, 72-21570, 72-21571, 72-21589, 72-21616, 72-21624, 72-21629, 72-21638, 72-21559, 72-21583, 73-21663, 73-21664, 73-21666, 73-21674, 73-21689, 73-21691, 73-21717/21719, 73-21727, 73-21743, 73-21745, 73-21747, 73-21748, 73-21752, 73-21756, 73-21761, 73-21763, 73-21765/21767, 73-21771, 73-21778, 73-21820, 73-21826, 73-21832, 73-21859, 73-73-22066, 73-22067, 73-22073, 73-22080, 73-22091, 73-22097, 73-22100, 73-22102, 73-22132, 73-22134, 74-22295, 74-22298, 74-22299, 74-22311, 74-22312, 74-22316, 74-22317, 74-22331, 74-22333, 74-22341, 74-22354, 74-22366, 74-22372, 74-22373, 74-22378, 74-22380, 74-22392, 74-22394, 74-22398, 74-22407, 74-22419, 74-22421, 74-22427, 74-22428, 74-22430, 74-22431, 74-22433, 74-22442, 74-22446, 74-22447, 74-22455, 74-22457, 74-22463, 22466, 74-22468, 74-22472, 74-22473, 74-22475, 22480, 74-22482, 74-22490, 74-22498, 74-22524 and 74-22541/22544.

The **AH-1T+** was an improved version of the AH-1T fitted with 2 General Electric T700-GE-701 engines. It flew for the first time on 16 November 1983 and was later redesignated as **AH-1W** Cobra Venom. The production of the AH-1W included AH-1T conversions (including 159228, 159229, 160105, 160107, 160108, 160111, 160113, 160747, 160798/160801, 160803/160806, 160809/160811, 160813/160822, 160824/160826 and 161015/161022) as well as newly produced aircraft. The latter had serials 162532/162575, 163921/163954, 164572/164578, 164586/164596, 164913/164938, 165037/165056, 165097, 165271/165292, 165317/165341, 165358/165377, 165392/165396, 165445/165450 and 165545/165565. Several aircraft were designated as **MH-1W**. There was also a **UH-1W** designation.

EH-1X was the designation applied to converted UH-1Hs with serials 69-15015, 69-15016, 69-15029, 69-15085, 69-15103, 69-15145, 69-15213, 69-15234, 69-15239, 69-15254, 69-15265, 69-15335, 69-15338, 69-15340, 69-15349, 69-15455, 69-15469, 69-15499, 69-15578, 69-15676, 69-15706, 69-15752, 69-15905, 69-15920 and 69-15936.

The **UH-1Y** was a Marine Corps conversion of the UH-1N with two GE T700 engines. The first flight was on 20 December 2001 with serials 160830 and 166475/166476. In addition new ones were built, including serials 166753/166758, 166768/166771, 167793/167808, 167989/167998, 168036/168046, 168317/168320, 168402/168417 and 168426/168427.

The designation **AH-1Z** referred to remanufactured AH-1Ws with two T700-GE-401 engines. The first flight was on 17 December 2000 and serials were 166477/166479. In addition new ones were built including serials 166759/166761, 166774, 167809/167810, 168000/168003, 168049/168053, 168398/168401, 168418/168422 and 168516/168517.

The **NAH-1Z** was a version for permanent testing. It had serial 166477.

The designation **AH-1A** was assigned to a converted AH-1W with serial 162559.

Refer also to H-40, H-48, HU-1

H-2

Kaman K20 Seasprite

Specifications:

rdm: 44', 13.41 m
length: 52'7", 16.03 m
engines: 1 General Electric T58-GE-6
max. speed: 168 mph, 270 km/h



(Source: US Navy)

The Seasprite was a general purpose helicopter for the US Navy. The aircraft ordered have undergone various conversion programmes. On 18 September 1962 those YHU2K-1s, HU2K-1s and HU2K-1Us remaining in service were redesignated as respectively **YUH-2A**, **UH-2A** and **UH-2B**. In addition 149785 was converted as YUH-2A.

The UH-2A version was equipped with a T58-GE-8 engine and two, with serials 147978 and 149785 were loaned to the US Army for use in high speed research and were fitted with stub wings.

In addition those redesignated aircraft, more UH-2Bs were built with serials 152189/152206 whilst UH-2As with serials 147203, 147204 and 147973 were also converted as UH-2B. Aircraft with serials 147204 and 147978 were flown as **NUH-2B**.

The **UH-2C** was a twin engine conversion proposed in November 1965. Fitted with 2 General Electric T58-GE-8Bs the first flight was on 14 March 1966 and 40 were converted from UH-2As and UH-2Bs. Serials included 147981, 149761, 149770, 149773, 149775, 149780, 149785, 150139, 150144 and 151332. A single UH-2C (147981) was fitted with stub wings for stores pylons and was redesignated as **NUH-2C**.

The **HH-2C** was a gunship conversion of 6 UH-2As (including 149756 and 150151) for use in Vietnam. Eventually they were further converted to SH-2F standards.

The **HH-2D** designation was applied to a rescue conversion of 70 UH-2As and UH-2Bs. They were fitted with 2 T58-GE-8D engines. Serials included 147980, 147981, 149013, 149015, 149016, 149017, 149021, 149024, 149028, 149031, 149033, 149742, 149773, 150166, 150167, 151300, 151302, 151321, 151322, 151326, 151332, 151333, 152198 and 152205.

The **NHH-2D** designation was used for HH-2D 147981 which served as a prototype for the SH-2D.

The **SH-2D** was a first generation LAMPS helicopter based on the HH-2D. 20 aircraft of miscellaneous versions were converted to this standard and the programme was completed in March 1972. Serials included 150148, 150155, 150165, 150169, 150173, 150186, 151308, 151328 and 152193.

The designation **HH-2F** was used for a converted aircraft with serial 152191.

Fitted with 2 T58-GE-8Fs, three HH-2Ds were converted as **YSH-2E** with improved electronics as prototypes for the second generation LAMPS helicopters. The serials were 149033, 150169 and 150181. The proposed production version designated SH-2E was replaced by the **SH-2F** designation. A great number of aircraft of various versions were converted to the SH-2F standard. Serials included 147980, 147981, 149013, 149014, 149015, 149016, 149017, 149019, 149020, 149021, 149022, 149023, 149024, 149026, 149030, 149031, 149032, 149033, 149035, 149036, 149744, 149745, 149747, 149748, 149750, 149753, 149755, 149758, 149761, 149765, 149766, 149768, 149769, 149770, 149771, 149772, 149773, 149779, 149780, 150139, 150140, 150141, 150142, 150143, 150146, 150148, 150149, 150150, 150151, 150152, 150155, 150156, 150157, 150158, 150159, 150160, 150161, 150163, 150164, 150165, 150166, 150167, 150169, 150171, 150173, 150174, 150175, 150178, 150179, 150181, 150185, 151300, 151303, 151304, 151305, 151306, 151308, 151309, 151310, 151311, 151312, 151313, 151314, 151316, 151319, 151321, 151322, 151323, 151324, 151325, 151326, 151327, 151328, 151329, 151330, 151331, 151332, 151333, 151334, 151335, 152189, 152190, 152191, 152192, 152198, 152199, 152200, 152201, 152203, 152204, 152206, 161641 and 161641.

In addition new production of 52 new SH-2Fs took place with serials 161641/161658, 161898/161915, 162576/162587 and 162650/162655. Aircraft with serials 163541/163546 were delivered as SH-2G whilst 163547/163552 were cancelled.

A number of aircraft of various versions and including serials 149024, 149773, 150154, 152189, 161642, 161643, 161644, 161645, 161647, 161652, 161656, 161658, 161907, 161908, 161912, 161913, 161914, 162576, 162580, 163210, 150156,

150160, 151310, 151329, 152191, 152205, 161906, 161909, 162577, 162581, 162582, 162587, 162654, 163212 and 163213, were converted with 2 General Electric T700-GE-401 engines as **SH-2G**. In addition new aircraft were built with serials 163209/163214, 163541/163546. The **YSH-2G** designation was applied to aircraft 161653, a SH-2F which served as a prototype for the SH-2G. Aircraft supplied to Australia have been alternatively designated as **SH-2G(A)** whilst aircraft for Egypt used the designation **S-2G(E)**. A **SH-2H** designation was briefly used in 1988/89 but not proceeded with. The designation **SH-2K** has been associated with converted aircraft 150167.

Refer also to HU2K

H-3

Sikorsky S-61

Specifications:

	SH-3A	CH-3C
rdm:	62', 18.90 m	62', 18.90 m
length:	54'9", 16.69 m	57'3", 17.45 m
engines:	2 General Electric T58-GE-8	2 General Electric T58-GE-1
max. speed:	166 mph, 267 km/h	166 mph, 267 km/h



(Source: US Navy)

The H-3 designation is applied to a variety of versions of the Sikorsky S-61 basic design, including the S-61D, S-61B, S-61R and S-61F. Service names include Jolly Green Giant, Seaking and Pelican, depending on the user service. The helicopter was also built in licence by Mitsubishi, Agusta and Westland and was in service throughout the world.

On 18 September 1962 those YHSS-2s remaining in service with the US Navy were redesignated as **YSH-3A**. They were fitted with T58-GE-6 engines. In addition a **SH-3A** (148038) was used for development tests carrying this designation.

Also on 18 September 1962 those HSS-2s remaining in service with the US Navy were redesignated as SH-3A whilst production continued under that designation with serials 152104/152139. Batch 151635/151637 was cancelled. All Navy versions were named Seaking.

Three SH-3As were transferred to the USAF as **CH-3A** in support of early warning stations in the Gulf of Mexico. They received serials 62-12571/12573 and were later upgraded to CH-3B. The designation **NSH-3A** was assigned to aircraft used for tests, including 149704.

The **HH-3A** designation was applied to twelve SH-3As which were converted for armed rescue duties in the Vietnam war. They had serials 148036, 149682, 149896, 149903, 149912, 149916, 149922, 149933, 151531, 151552, 151553 and 151556.

A single SH-3A with serial 148033 was converted by Sikorsky as the S-61F with a modified fuselage. Designated **NH-3A** it had two Pratt & Whitney J60 booster engines fitted and was used for high speed research.

The designation **RH-3A** was applied to 12 SH-3As converted for mine counter measure duties. The first of these flew on 2 February 1965. Serials included 147139, 147140, 147141, 147142 and 148038. Some SH-3As were converted as **UH-3A** drone targets, including 147140, 147142, 147146, 148035, 148038 and 148040/148042.

To be used by the President of the United States, the USMC acquired eight **VH-3As** (originally designated as HSS-2Z and redesignated on 18 September 1962) with serials 150610/150617. In addition a few SH-3As (including 147141, 146145 and 148037) were converted to this standard. The designation **NVH-3A** was used for an aircraft to test avionics for staff aircraft. The serial was 150614.



(Source: USAF)

The **CH-3B** was a USAF version based on the CH-3A. Three were ordered with serials 62-12574/12576 and the CH-3As were also brought up to this standard. One CH-3B was later transferred to the US Navy. Until 1990, the Library of the USAF Museum (Dayton, OH) erroneously filed details of these aircraft under the H-38 designation.

Originally conceived as the XHR3S-1 and based on the S-61R design, the **CH-3C**, ordered by the US Army, incorporated a redesigned fuselage. Ordered in November 1962, the first flight took place on 17 June 1963 and they were built with serials 62-12577/12582, 63-9676/9691, 64-14221/14237, 65-5690/5700, 65-12511 and 65-12777/12800. Most were later converted to **CH-3E** or **HH-3E** standards. The designation **HH-3C** is also known.

The **JCH-3C** designation was applied to CH-3C 62-12781 which was temporarily used to test de-icing equipment. Another JCH-3C was serialised as 62-12581.

The **YSH-3D** was a development of the SH-3A with T58-GE-10 engines and was the prototype for the SH-3D. The serial was 152139.

Production of the **SH-3D** for the US Navy took place with serials 152690/152713, 153532/153537, 154100/154123, 156483/156506, 158724/158725, 158874/158875, 159026/159029, 159053/159056 and 161207/161212. In addition several SH-3As, with serials 148998, 151544 and 152139 were converted to this standard.

Aircraft with serials 159350/159360 were built as **VH-3D** whilst a VH-3A with serials 150614 was also converted to this standard. One of these, 159358, was also flown as **NVH-3D**. The **UH-3D** was a modified version of the UH-3H to be used for support and training missions associated with the VH-3D.

The RH-3As were fitted with improved engines and redesignated as **RH-3D**.

The **CH-3E**, fitted with 2 T58-GE-5 engines, was built for the USAF and US Army with serials 66-13291/13296, 67-14702/14725 and 69-5798/5812 whilst HH-3E 66-13278 was converted to the CH-3E standard. In addition several CH-3Cs, including 62-12578, 62-12580, 62-12581, 63-9676, 63-9679, 63-9683, 63-9686, 63-9687, 63-9690, 63-9691, 64-14221, 64-14223/14228, 64-14234, 64-14235, 65-5690, 65-5692, 65-5693, 65-5696, 65-5697, 65-5698, 65-5699, 65-5700, 65-12777, 65-12778, 65-12779, 65-12780, 65-12781, 65-12782, 65-12783, 65-12784, 65-12785, 65-12786, 65-12787, 65-12788, 65-12789, 65-12790, 65-12791, 65-12792, 65-12793, 65-12794, 65-12795, 65-12796, 65-12797, 65-12798, 65-12799 and 65-12800, were upgraded to the CH-3E standard. Aircraft 62-12580, 62-12581, 63-9690, 64-14221, 65-5698, 65-5699, 65-5700, 65-12792, 65-12795, 65-12796 and 65-12800 were also flown as **JCH-3E**.

Based on the CH-3E the **HH-3E** Jolly Green Giant was an armed rescue version used in Vietnam. Production consisted of 66-13278/13290 and 68-8282. In addition a number of CH-3Cs and CH-3Es were converted to this standard, including serials 64-14230, 64-14231, 64-14232, 64-14233, 65-12777, 65-12778, 65-12780, 65-12781, 65-12782, 65-12783, 65-12784, 65-12785, 65-12786, 65-12787, 65-12792, 65-12794, 65-12794, 66-13291, 66-13292, 66-13296, 67-14703, 67-14704, 67-14705, 67-14706, 67-14707, 67-14709, 67-14711, 67-14712, 67-14713, 67-14714, 67-14715, 67-14716, 67-14717, 67-14718, 67-14719, 67-14720, 67-14722, 67-14723, 67-14724, 67-14725, 69-5798, 69-5799, 69-5800, 69-5801, 69-5802, 69-5803, 69-5804, 69-5805, 69-5806, 69-5807, 69-5808, 69-5809, 69-5810, 69-5811 and 69-5812. The designation **JHH-3E** was used for aircraft 64-14230, 65-12777, 65-12782, 65-12787, 66-13285, 66-13286, 66-13291, 66-13296, 67-14715, 69-5799, 69-5801, 69-5805 and 69-5812.

Aircraft with serials 62-12580 and 62-12581 were converted as **LCH-3E**.

The **HH-3F** was an amphibious version of the CH-3C built for the US Coast Guard with the popular name Pelican. Serials were 1430/1438 and 1467/1497 whilst the BuAer serials 158847/158858 have also been quoted.

The **SH-3G** designation applied to updated SH-3As and SH-3Bs with serials 148034, 148035, 148037, 148039, 148044, 148045, 148046, 148047, 148048, 148050, 148051, 148052, 148970, 148971, 148973, 148974, 148979, 148987, 148989, 148996, 149000, 149003, 149006, 149679, 149683, 149688, 149694, 149695, 149696, 149697, 149698, 149699, 149700, 149702, 149710, 149720, 149722, 149723, 149724, 149729, 149730, 149731, 149733, 149734, 149737, 149893, 149897, 149914, 149915, 149919, 149923, 149925, 149930, 149932, 150620, 151523, 151525, 151527, 151529, 151532, 151533, 151534, 151536, 151539, 151544, 151545, 151546, 151547, 151548, 151554, 151555, 152117, 152125, 152131, 152694, 152701, 152704, 152710, 154102, 156485, 156494, 156496, 156503 and 156506.

A further upgrade has been designated as **SH-3H** and included aircraft with serials 62-12574, 62-12575, 62-12576, 148035, 148036, 148039, 148042, 148043, 148045, 148048, 148049, 148050, 148052, 148964, 148965, 148966, 148967, 148968, 148969, 148971, 148972, 148974, 148976, 148977, 148980, 148981, 148983, 148984, 148986, 148987, 148988, 148990,

148992, 148995, 148996, 148997, 148998, 148999, 149005, 149006, 149010, 149684, 149687, 149688, 149690, 149693, 149701, 149702, 149703, 149705, 149706, 149708, 149711, 149712, 149713, 149717, 149718, 149719, 149722, 149724, 149725, 149726, 149727, 149728, 149730, 149735, 149736, 149738, 149894, 149897, 149898, 149899, 149900, 149902, 149904, 149905, 149906, 149910, 149913, 149917, 149918, 149921, 149923, 149927, 149929, 149931, 149934, 151524, 151525, 151526, 151527, 151528, 151535, 151541, 151542, 151543, 151544, 151546, 151549, 151550, 151551, 152104, 152107, 152108, 152109, 152110, 152113, 152115, 152116, 152119, 152121, 152122, 152123, 152124, 152125, 152129, 152130, 152131, 152132, 152133, 152134, 152135, 152136, 152137, 152138, 152139, 152694, 152700, 152701, 152702, 152703, 152704, 152707, 152708, 152709, 152710, 152712, 154100, 154101, 154102, 154103, 154106, 154117, 154119, 154121, 154122, 156483, 156484, 156488, 156491, 156495, 156498, 156501, 156505 and 156506.

Aircraft with serials 148034, 148042, 148043, 148048, 148049, 148052, 148964, 148965, 148971, 148977, 148980, 148986, 149006, 149684, 149687, 149702, 149703, 149706, 149708, 149718, 149722, 149724, 149725, 149728, 149899, 149918, 149929, 151528, 151535, 151549, 151550, 151551, 152108, 152112, 152119, 152121, 152123, 152129, 152134, 152135, 152137, 152138, 152694, 152700, 152701, 152704, 152708, 152709, 152710, 154100, 154103, 154106, 154121 and 156506 were converted as **UH-3H**.

A version of the UH-3H, known as **UH-3H(ET)** (for Executive Transport), was used in 2001. It included serial 156506. The designation **HH-3G** is also known.

The designation **VH-3H** was proposed for a Presidential helicopter.

The **YSH-3J** was a conversion of two SH-3Gs as prototypes for the LAMPS III programme.

The **SH-3K** designation referred to a 1977 modification of the SH-3H which apparently was not proceeded with.

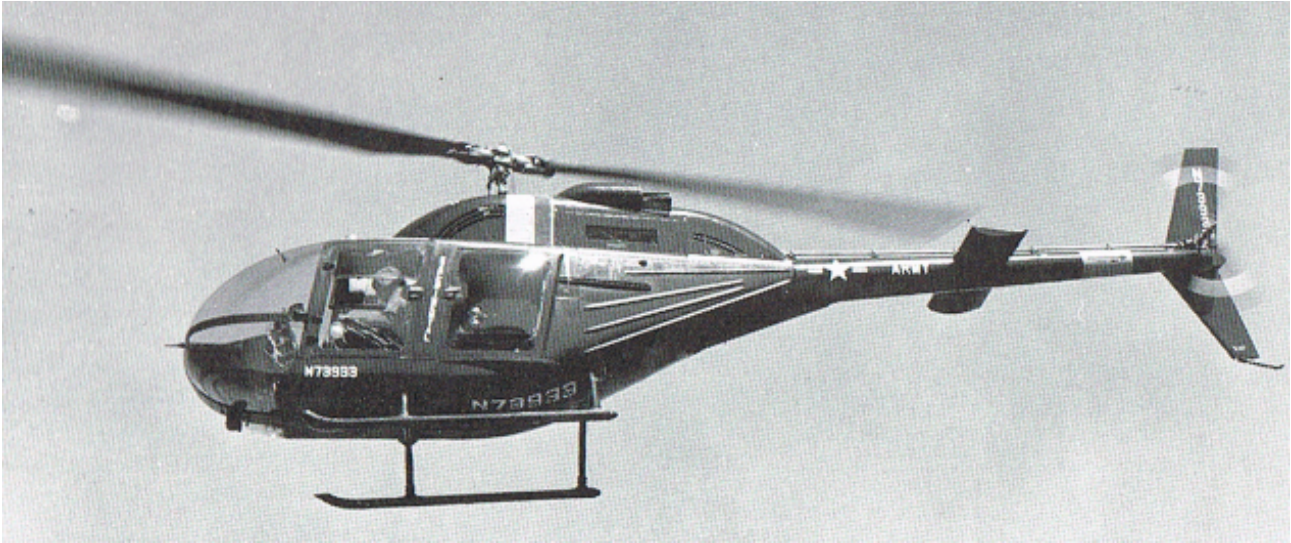
Refer also to HR3S, HSS

H-4

Bell 206

Specifications:

rdm: 35'4", 10.77 m
length: 32'7", 9.93 m
engines: 1 Allison T63-A-5
max. speed: 138 mph, 222 km/h



(Source: Bell)

Originally ordered by the US Army as YHO-4, six aircraft were redesignated as **YOH-4A** on 18 September 1962 and before the first flight on 8 December 1962. The serials were 62-4202/4206.

Although the design did not win the Light Observation Helicopter competition of the US Army, production was later undertaken as H-57 and H-58.

Refer also to H-57, H-58, HO-4

H-5

Fairchild Hiller FH-1100

Specifications:

rdm: 35'5", 10.80 m
length: 39'10", 12.14 m
engines: 1 Allison T63-A-5
max. speed: 127 mph, 204 km/h



(Source; Fairchild Hiller)

An entrant in the US Army's Light Observation Helicopter competition five aircraft were ordered as YHO-5 and were redesignated as **YOH-5A** on 18 September 1962 and before the first flight on 26 January 1963. The serials were 62-4207/4211. The serial 62-4206 was incorrectly painted on the first aircraft.

Refer also to HO-5

H-6

Hughes 369M Cayuse

Specifications:

rdm: 26'4", 8.03 m
length: 23', 7.01 m
engines: 1 Allison T63-A-700
max. speed: 152 mph, 244 km/h



(Source: US Navy)

Winner of the US Army's Light Observation Helicopter competition, six aircraft were procured as YHO-6 but were redesignated on 18 September 1962 as **YOH-6A** and before the first flight which took place on 7 March 1973. The serials were 62-4212/4216 and 62-12624. The prototypes were fitted with a T63-A-5A engine.

The production version was **OH-6A** and 1452 were built for the US Army with serials 65-12916/13003, 66-7775/7942, 66-14376/14419, 66-17212/17214, 66-17750/17833, 66-17905, 66-17918, 67-16000/16686, 68-17140/17369, 69-15960/16075 and 69-17252/17286. Aircraft 65-12917 was later converted to the NOTAR (No Tail Rotor) configuration. A batch with serials 69-16076/16079 was cancelled. An aircraft with serial 66-17825 was flown as **NOH-6A** whilst 66-15999 was flown as **JOH-6A**.

The **EH-6B** was a conversion of 4 OH-6As with serials 68-17301, 68-17358, 69-15977 and 69-16018.

The **MH-6B** designation applied to converted OH-6As and EH-6Bs with serials 68-17140, 68-17155, 68-17167, 68-17168, 68-17175, 68-17193, 68-17225, 68-17256, 68-17290, 68-17316, 68-17320, 68-17332, 68-17334, 68-17335, 68-17341, 68-17344, 68-17346, 68-17348, 68-17358, 69-15977, 69-16015, 69-16052, 69-16053, 69-16054, 69-16057, 69-16062 and 69-16072.

The designation **TH-6B** was used for aircraft 69-16041 and 69-16044 which were converted as trainers.

The serials 65-12967, 68-17333, 69-16040, 69-16041, 69-16044 and 69-16061 were associated with an **OH-6B** conversion.

A number of OH-6As, EH-6Bs and MH-6Bs were converted as **AH-6C**. The serials included 68-17168, 68-17191, 68-17228, 68-17242, 68-17249, 68-17258, 68-17276, 68-17298, 68-17307, 69-15973, 69-16018, 69-16031, 69-16052, 69-16053, 69-16054, 69-16058 and 69-16072. The AH-6C serials also included 84-24319, which was further modified to AH-6F and AH-6G. Four OH-6As were converted as **MH-6C**. They were serials 68-17155, 68-17249, 68-17290 and 68-17332.

The **OH-6C** was a version fitted with a T63-A-720 engine and was equivalent to the 500D model.

The **OH-6D** version was an advanced Scout version for the US Army.

The **EH-6E** designation was applied to 3 newly built aircraft with serials 81-23654/23656.

Fifteen **MH-6Es**, including 81-23629/23637 and 81-23648/23653, were newly built. EH-6E 81-23655 was also converted to the MH-6E standard.

Nine **AH-6Fs** were newly built with serials 85-24677, 85-24681, 85-24683/24684, 85-25346/25348 and 86-141. In addition some other aircraft with serials 81-23635 and 81-23648/23653 were converted as AH-6F.

The **AH-6G** designation was assigned to 6 converted AH-6Fs (81-23635, 84-24683, 90-25361, 90-25362, 90-25363 and 90-25364).

Several EH-6Es and MH-6Es with serials 81-23629, 81-23630, 81-23631, 81-23632, 81-23633, 81-23634, 81-23635, 81-23636, 81-23648, 81-23649, 81-23650, 81-23651, 81-23652, 81-23653, 81-23654 and 81-23656 were converted as **MH-6H**, in addition to 2 new aircraft were built with serials 88-25349/25350.

The **AH-6J** and **MH-6J** designations were assigned to several converted MH-6E and MH-6H conversion as well as newly built aircraft. Serials for the AH-6J included 81-23635, 81-23650, 84-24684, 85-25346, 85-25347, 88-25351/25357, 90-25358/25360, 90-25362/25365 and 95-25367/25372 whilst the serials for the MH-6J included 81-23629, 81-23631, 81-23635, 81-23636, 81-23648, 81-23650, 81-23653, 84-24683, 90-25361, 90-25366 and 95-25371.

Aircraft with serial 81-23650 was also flown as **EMH-6J**.

The designations **AH-6M** (06-25380, 06-25381), **MH-6M** (81-23650, 84-24683, 85-25348, 98-25374, 98-25375, 98-25376 and 04-25378), **AH-6N** (81-23650) and **MH-6N** are also known.

Six MD530FF Defenders were supplied to Columbia without a designation but with serials 86-382/387.

Refer also to HO-6.
