

**USAF CH-3B/CH-3C PROGRAM
PROGRESS REPORT**



July 1963

**SIKORSKY AIRCRAFT, THE PIONEER U.S. HELICOPTER
MANUFACTURER TODAY LEADS THE WORLD IN
PRODUCTION OF TWIN-TURBINE HELICOPTERS**

187 — S-61 TYPE HELICOPTERS NOW FLYING

22 — CH-3Cs ON ORDER FOR U.S. AIR FORCE

71 — S-61 TYPES ON ORDER

280 TOTAL S-61 TYPES FLYING AND ON ORDER

**TO DATE SIKORSKY AIRCRAFT HAS MET ON OR AHEAD
OF SCHEDULE ALL MILESTONES LAID DOWN BY THE
USAF IN THE CH-3B/CH-3C PROGRAM**

FY '62-'63 PROGRAM MILESTONES

SEPTEMBER	1962	• CH-3C DETAIL SPECIFICATION APPROVED.
OCTOBER	1962	• DELIVERY OF THREE CH-3Bs TO OTIS AFB — AHEAD OF SCHEDULE.
JANUARY	1963	• CH-3C MOCK-UP APPROVED.
FEBRUARY	1963	• LIGHTING REVIEW APPROVED.
APRIL	1963	• BASIC RELEASE ALL CH-3C ENGINEERING DRAWINGS.
7 JUNE	1963	• COMPLETION AND ROLL OUT FIRST CH-3C — AHEAD OF SCHEDULE.
17 JUNE	1963	• FIRST FLIGHT — AHEAD OF SCHEDULE.
JULY-SEPT.	1963	• ONE AIRCRAFT PER MONTH READY FOR ACCEPTANCE BY USAF.
NOVEMBER	1963	• DELIVERY OF TWO OPERATIONAL AIRCRAFT.
DECEMBER	1963	• DELIVERY OF THREE OPERATIONAL AIRCRAFT.
	1964	• DELIVERY TO USAF OF TWO CH-3Cs PER MONTH.



1 MARCH 1962 - USAF GIVES GO-AHEAD

From Sikorsky's S-61 production line three helicopters were selected to be configured for the Texas Tower utility transport (CH-3B) missions. Troop seats for 28 persons, soundproofing, and a cargo floor were installed.



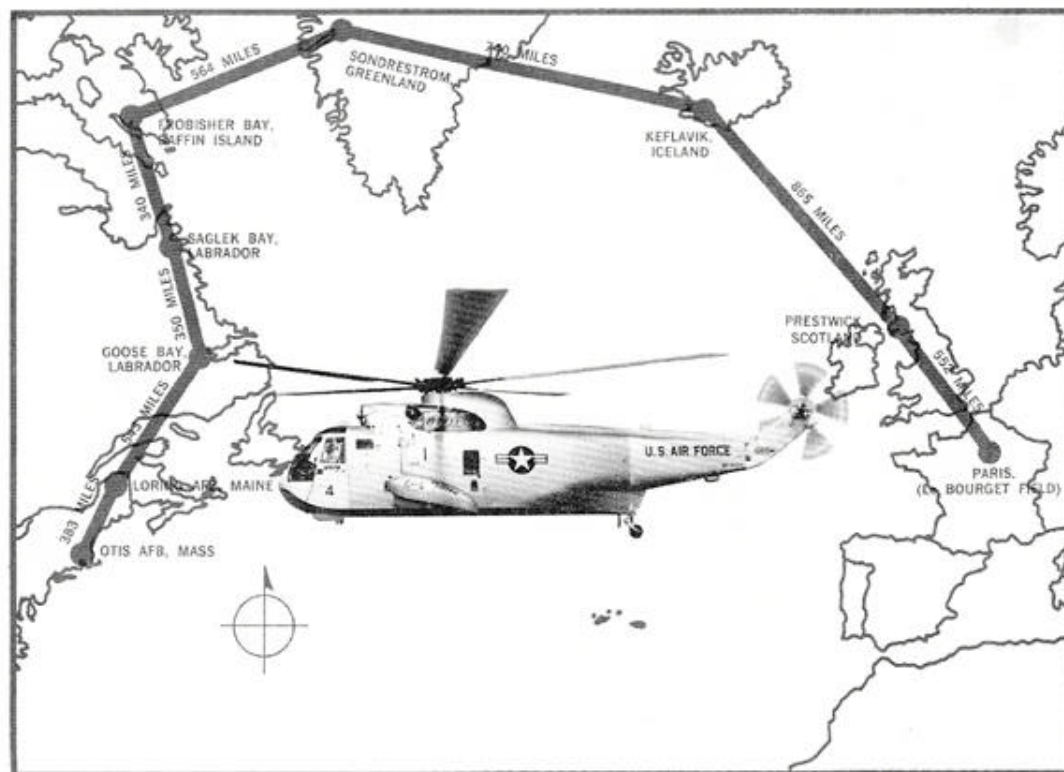
5 MARCH 1962 - PILOT AND MAINTENANCE TRAINING

First of a group of 16 pilots and 25 maintenance personnel commenced ground school and flight training at Sikorsky's Stratford, Connecticut plant. Pilots received 10 hours basic transition and 15 hours night, instrument and operational training, part at the plant and part on-the-job at Otis.



29 MARCH 1962 - 3 CH-3Bs DELIVERED WITHIN 30 DAYS FROM GO-AHEAD

First CH-3B flown at Otis AFB 23 March. Upon arrival immediately called into service to transport 22 persons to TT #2.



USAF CH-3B FLIES FROM OTIS AFB TO PARIS

The "Otis Falcon" flew 4,524 statute miles in 34:40 flight time to participate in the International Air Show at Paris. The Greenland ice cap was crossed at 13,000 ft. altitude. In an official dispatch crew reported — "Only ice accumulation was over London at 8,000 ft. for 15 minutes. No Problem. Remainder of flight normal. Entire crew rates aircraft performance and reliability as outstanding. Crew feels aircraft performed better in all cases than flight manual performance charts indications". No spare parts were used on flight.



MARCH 1962 TO JULY 1963 - TWIN-TURBINE POWER-SAFETY AND SPEED

Up to 28 persons were transported to and from the Texas Towers at 140 knots speed, cutting nine hour boat trip to less than one hour.



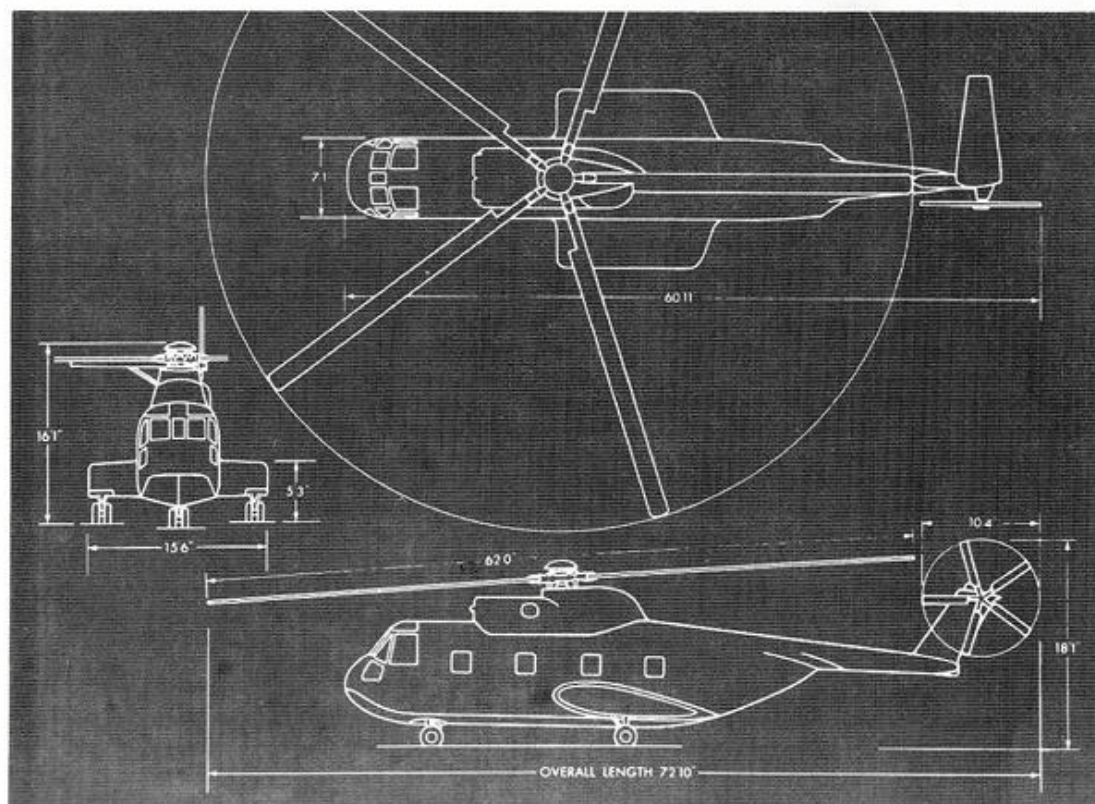
MARCH 1962 TO JULY 1963 – CH-3Bs PROVIDE TEXAS TOWER LIFELINE

In addition to providing routine daily crew transfer and logistics support for the two towers, the CH-3Bs were on stand by for emergency tower evacuation and for long range rescue missions (up to 4½ hours flight endurance).



MARCH 1962 TO JULY 1963 - EMERGENCY EVACUATION AND RESCUE

In first emergency evacuation of both towers, 170 men were flown to Otis in 7 flights under IFR conditions — visibility $\frac{1}{8}$ mile, 100 ft. ceiling and wind gusty to 50 knots.



NOVEMBER 1962 - USAF AND SIKORSKY INITIATE CH-3C PROGRAM

In late September USAF asked Sikorsky for a proposal on 22 CH-3Cs, rear loading versions of the CH-3B. Proposal was reviewed, detail specification negotiated and Sikorsky was told to begin contract negotiations. Official go-ahead by USAF was scheduled for early November, but did not materialize until February 1963. Without a formal go-ahead, Sikorsky elected to commence maximum effort on this program in November.



**FEBRUARY 1963 - TWO CH-3Bs FROM OTIS ASSIGNED TDY TO
MALMSTROM AFB**

In response to an urgent request from SAC for additional helicopter support for the first operational Minuteman wing, two CH-3Bs from Otis were assigned TDY to Malmstrom AFB. Ferried cross country from Otis to Malmstrom in marginal weather, these aircraft arrived in record time and in commission for operational flights.



**11 FEBRUARY-30 JUNE 1963
TWO CH-3Bs PROVIDE NEW DIMENSION IN AIR SUPPORT
OF OPERATIONAL ICBM SITES**

During the first 5 months of operation with the 341st Strategic Missile Wing, Malmstrom AFB, the CH-3Bs transported to various sites, 7,096 passengers and a total weight of 1,423,935 lbs. of personnel and cargo. Monthly utilization per aircraft has increased from 40 hours per month at the start, to 60 hours per month, and is now being programmed for at a rate of 90 hours per month. Operating at the end of a 2,400 mile parts supply line, these helicopters had an 86.2% aircraft availability rate during the first 30 days of operation. Over the entire 5 month period, including all maintenance down time, aircraft availability has averaged 82.2%.

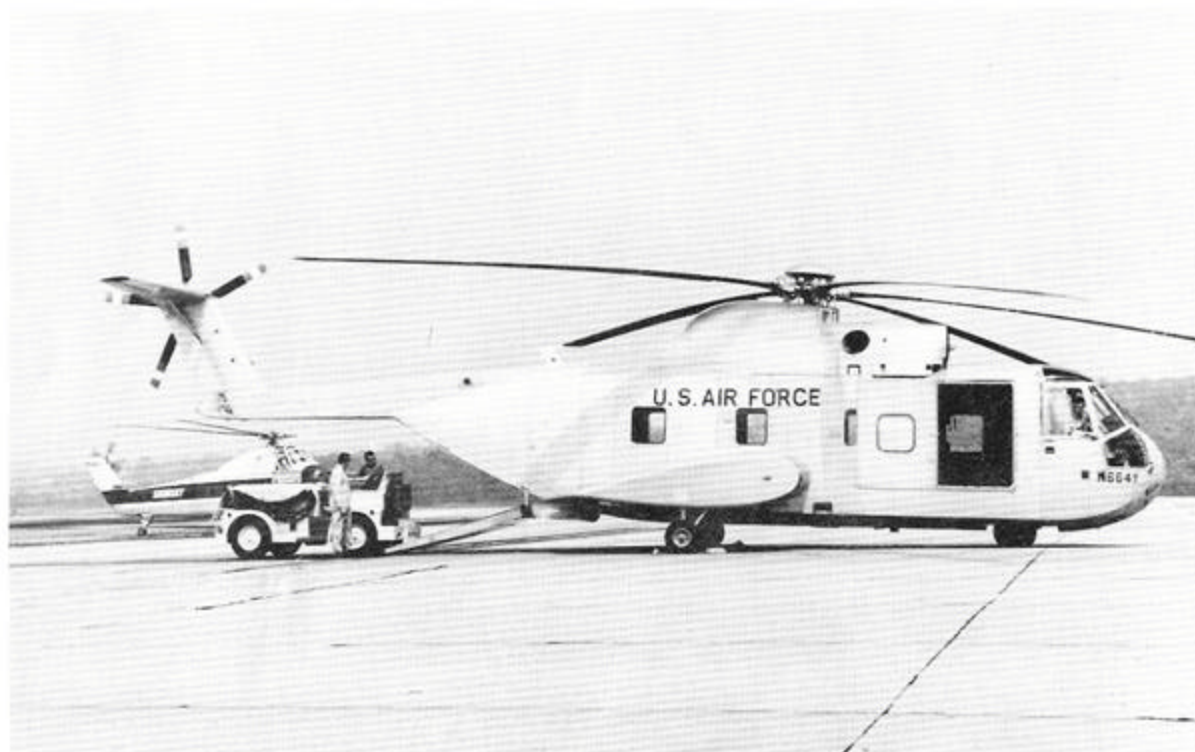
SUMMARY
CH-3B OPERATIONS
OTIS AFB - MARCH 1962 TO 1 JULY 1963

TOTALS

HOURS FLOWN	2,414.1
TOWER MISSIONS	567
PASSENGERS TRANSPORTED	10,179
WEIGHT TRANSPORTED — LBS.	2,174.867

MARCH 1962 TO 30 JUNE 1963
RELIABILITY AND PERFORMANCE OF CH-3Bs

- No scheduled mission was cancelled due to non-availability of CH-3B aircraft.
- Maintenance man hours per flight hour ratio of 5:1.
- Total spare parts required for one year's operation of 6 CH-3B's was only 141 items valued at \$95,703 or \$4.93 per flight hour.
- During first 15 months of operation for USAF, CH-3Bs have flown 2,944.0 hours, transported 17,275 passengers and a total of 3,598,802 lbs.
- Aircraft availability at Malmstrom has averaged 82.2%.



**SIKORSKY HAS MET ON OR AHEAD OF SCHEDULE
ALL MAJOR PROGRAM MILESTONES TO DATE**

7 June 1963 — Shop completion and roll out first CH-3C — Three weeks ahead of schedule



FIRST FLIGHT OF CH-3C - ONE MONTH AHEAD OF SCHEDULE

AC NO. 12577 To EDWARDS