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. . . Shopping online for 1 1/32 scales of Vietnam War plastic models helicopters with discounts of up to 20%. Page 3&#e ... Order early, UPS/FedEx/USPS all expect shipping delays this holiday season, so order early. Shopping online for 5 1/32 measuring plastic model helicopters with discounts of up to 21%. Trust 1000's Reviews of HobbylinkWebSite Security checked goDaddyIndustry Flagship Loyalty Program Purchase – Earn - Save/Sign-Up for Special, Coupons, &#amp; More/ Easy, Quick and Hassle Free Returns for 30 Day/ Page 4 Family of military utility helicopters UH-1 Iroquois / HU-1 Huey A Bell UH-1 Iroquois Role Utility helicopter National Origin United States Manufacturer Bell Helicopter First flight 20 October 1956 (XH-40) Introduction 1959 Status And service Primary Users United States Army (historical)Japan Ground Self-Defense Force Australian Army (historical) Sees Operators section for second produced 1956-1987 built Number &#gt;1 Variants Bell UH-1N Twin Huey Bell 204/205 Bell 212 Developed into Bell AH-2 Cobra Bell 214 Bell UH-1 Iroquois (under the huey) is a single turbocharged turbocharged military helicopter , sa two-tailed rotor. The first member of the fertile Huey family, developed by Bell Helicopter, to meet the 1952 U.S. Army request after medical evacuation and a utility helicopter, first flew in 1956. UH-1 was the first turbine helicopter to be built for the U.S. Army, and more than 16,000 were built since 1960. [1] Iroquois was originally named HU-1, so Huey's nickname remained in common despite the official reluctance to UH-1 in 1962. [2] UH-1 first saw a service in combat operations during the Vietnam War and about 7,000 helicopters were available. Bell 204 and 205 are versions of the Iroquois developed for the civil market. Development of a Bell XH-40, prototype UH-1 Main article: Bell UH-1 Iroquois variants In 1952, the 1952 U.S. Army found a requirement for a new helicopter that will serve as a medical evacuation (MEDEVAC), an instrumental trainer and general service aircraft. The army found that the current helicopters were too large, too wealthy or too complex to sustain. In November 1953, revised military requests were submitted to the Army Department. Twenty companies submitted models in their including Bell Helicopter with model 204 and Kaman Aircraft with H-43 turbine version. On February 23, 1955, the Army announced its decision and selected Bell to build a three-copy of the Model 204 for evaluation with the XH-40 designation. [4] Model 204 Main article: Bell 204/205 Powered by prototype Lycoming YT53-L-1 (LTC1B-1) engine, Producing 700 shp (520 kW), the XH-40 first flew on October 20, 1956[5] in Fort Worth, Texas, with Bell's chief test pilot, Floyd Carlson, on control. Two more prototypes were built in 1957, and the Army had previously commissioned six YH-40 service test planes before the first prototype flew. [3] In March 1960, the Army awarded Bell a production contract for 100 aircraft, named HU-1A and officially named Iroquois after native American nations. [7] The helicopter quickly developed a nickname derived from its HU-1 designation, which was pronounced Huey. The reference became so popular that Bell began to cast the name on the helicopter's anti-naal pedals. [2] The official name of the U.S. Army was almost never used in practice. [8] After September 1962, the designation for all models was changed to UH-1 under the Unified Ministry of Defence (DOD) designation system, but the alias remained. While the helicopter's commously comminterred progress over the piston engine helicopters, the army's YH-40 service test report found it under the production of the T53-L-1A propulsion, which produces a maximum continuous 770 horsepower shaft (570 kilowatts). [N 1] The army said further models needed to be improved even when the first UH-1A was delivered. In response, Bell proposed a UH-1B equipped with a Lycoming T53-L-5 engine that produces 960 shp (720 kW) and a longer cabin that could take either seven passengers or four stretchers and a medical flight attendant. Military testing of the UH-1B began in November 1960 and the first production aircraft was delivered in March 1961. [3] Bell began the development of the UH-1C in 1960 to correct the aerodynamic deficiencies of the armed UH-1B. Bell installed the UH-1C with the T53-L-11 engine with a 1,100 shp (820 kW) T53-L-11 to provide the power required to lift all weapons systems in use or in development. At the end, the army re-equipped all the UH-1B aircraft with the same engine. A new rotor system has been developed for UH-1C to allow for higher air speeds and reduce the incidence of the retreating blade during diving engagements. The improved rotor resulted in better manoeuvre and a slight increase in speed. [6] The higher power and the larger-diameter rotor required Bell's engineers to design a new tail boom for the UH-1C. The longer tail boom included a wider chord vertical feather on the tail rotor and larger synchronised lifts. Bell also introduced a dual hydraulic control system for redundant workers and an improved system of in-fluous filters for dusty conditions found in Southeast Asia. Fuel UH-1C increased to 242 gallons USA (920 litres) and the gross weight was increased to 9,500 lb (4,309 kg), which is a nominally usable load of 4,673 lb (2,120 kg). Production of the UH-1C began in June 1966 with a total of 766 manufactured airs, including five for the Royal Australian Navy and five for Norway. Model 205 Main article: Bell 204/205 Ventura County Sheriff's Department Air Unit Fire Support Bell HH-1H While hueys' previously short body was successful, the Army wanted a version that could carry more soldiers. Bell's solution was to stretch the hull of the HU-1B by 41 in (1.04 cm) and use the extra space to fit the four seats on transmission facing itself. Seating capacity has increased to 15, including the crew. [9] The enlarged cabin could also install six stretchers and a doctor, two more than the previous models. [9] A larger door was installed at the site of the older model's sliding side door with one window, which had two windows, along with a small upholstered panel with an optional window providing enhanced access to the cabin. The doors and footwear panels were quickly removable, allowing Huey to fly into the door off the configuration. The prototype of the 205 model flew on 16 August 1961. [10] [11] Seven pre-production/prototype aircraft were delivered to Edwards AFB as of March 1961. The 205 was initially equipped with a main rotor (13.4 m) and a Lycoming T53-L-9 with 1,100 shp (820 kW). The rotor was extended to 48 meters (14.6 m) with a chord of 21 in (53 cm). Tailboom was also extended to allow you to install longer rotor blades. Overall, the changes resulted in a gross weight of 9,500 lb (4,309 kg). In 1963, the Army ordered production in 205, produced by the T53-L-11 engine for more fuel capacity. [N 2] [12] The prototypes were designated as YUH-1D and the production aircraft as UH-1D. In 1966, Bell installed a 1,400 shp (1,000 kW) Lycoming T53-L-13 engine to provide more power for the aircraft. The python pipe was moved from the nose to the cockpit roof to prevent damage during the landing. The production models in this configuration have been defined as UH-1H. [8] In 1962, the United States Marine Corps conducted a competition to select an attack support helicopter to replace the Cessna O-1 fixed-wing aircraft and the Kaman OH-43D Helicopter. The winner was uh-1B, which was already in the service of the army. The helicopter has been designated for UH-1E and has been modified to meet sea requirements. The main changes included the use of an all-aluminium structure for corrosion resistance.[N 3] compatible with the Marine Corps ground frequency, the rotor brake for use on board the ship to quickly stop the rotor on shut-off and the roof rescue belt. The UH-1E was first flown on 7 October 1963 and delivery began on 21 February 1964, with 192 planes completed. Due to the production line of realization in Bell, the UH-1E was manufactured in two different versions, both the same label UH-1E. The first 34 built were essentially UH-1B air frames with the Lycoming T53-L-11 engine, producing 1,100 shp (820 kW). When Bell switched production to UH-1C, uh-1E production benefited from the same changes. The Marine Corps later upgraded the UH-1E engines to the Lycoming T53-L-13, which produced 1,400 shp (1,000 kW) after the army introduced the UH-1M and upgraded its UH-1C helicopters to the same engine. The United States Air Force (USAF) competition for a helicopter to be used for support at rocket bases included a specific requirement for the authorization to use the General Electric T58 turbo shaft as a power plant. The Air Force had a large inventory of these engines on hand for the fleet of HH-3 Jolly Green Giant rescue helicopters and using the same engine for both helicopters would save costs. In response, Bell proposed an upgraded version of the 204B with the T58 engine. Since the T58 output shaft is rear and was thus installed in front of the gearbox on the HH-3, it had to have a separate gearbox (SDG or speed-reducing gearbox) and a pair shaft to the UH-1 gearbox at the rear. The twin-engine variants of the Single-engine UH-1 variant were followed by the twin-engine UH-1N Twin Huey and years later the UH-1Y Venom. Bell began developing the UH-1N for Canada in 1968. It turned into a more powerful Pratt & Whitney Canada PT6T twin-engine set. The US also ordered the helicopter with the U.S. Air Force, which received it in 1970. The Canadian Army, in 1971, first received the model. In 1996, the USMC launched an H-1 upgrade program by awarding a Bell Helicopter contract to develop improved versions of UH-1Y and AH-1Zs. [15] The UH-1Y includes an extended cab, a four-cut rotor and two powerful GE T700 engines. [1] UH-1Y joined the USMC in 2008. [16] The DESIGN UH-1 has a semi-summer metal hull with cevasts and two rotor blades on the main rotor. [17] Early UH-1 models are available in 700 shp (522 kW) to 1,400 shp (1,040 kW) versions in 700 shp (522 kW) versions. [6] Later, the UH-1 and related models present twin engines and four blades of rotors. All planes in the UH-1 family have a similar construction. The UH-1H is the most manufactured version, and is representative of all types. The main structure consists of two longitudinal main snoops running under the passenger cabin up to the nose and back to the point of attachment of the tail boom. The main rays are separated from the transverse bulkhead and provide a load-bearing structure for the cab, landing site, pressure fuel tanks, gearbox, engine and tail boom. The main shafts are joined by the lifting pram, a short aluminum girder structure that is attached to the transfer via the lift link at the top and the freight hook at the bottom and located at the center of the gravity of the aircraft. Lifting shafts were in steel later in the life of UH-1H, due to cracks in high temporal airframes. The semi-moon tail boom is mounted on the hull with four screws. [18] Dynamic UH-1H components include engine, gearbox, rotor mast, main rotary blades, tail rotor drive shaft and 42 and 90-degree transmissions. Transmission is a planetary type and reduces the engine output to 324 rpm on the main rotor. The two-leaf, semi-rigid rotor design, with pre-coned and forearm blades, is the development of early Bell model designs, such as the Bell 47, with which it shares common design features, including a damp bar stabilizer. The two-hand system reduces the storage space required for the aircraft, but at the cost of higher vibrations. The two-blood design is also responsible for the characteristic Huey thump when flying an aircraft, which is particularly evident during the descent and operation of the flight. The tail rotor is derived from the main gearbox, via two directional transmissions, which provide the speed of the tail rotor approximately six times the speed of the main rotor to increase the efficiency of the tail rotor. [18] The UH-1H also has a synchronized tail boom lift, which is associated with cyclic control and provides a wider center of gravity. The standard fuel system consists of five interconnected fuel tanks, three are installed behind the transmission and two are located under the cabin under the under-the-top. The landing gear consists of two arched cross tubes joining the ski pipes. Skis have interchangeable sacrifi veal shoes for skiing to prevent the skis themselves from wearing. Skis and inflatable floating trays may be installed. [18] Typical armament for the UH-1 cannonship The internal seating area is made of two pilot seats and additional seats for up to 13 passengers or crew in the cabin. The largest seating area shall consist of a four-member seat facing the rear behind the pilot seat facing the seat of five people before the transfer structure, with two two-and-a-half-hands on a bench facing outwards from the transmission structure on both sides of the aeroplane. All passenger seats are made of aluminium tubular frames with a canvas material seat, and are quickly removable and reconfigurable. The cabin can also be configured with up to six stretchers, an internal rescue belt, an auxiliary fuel tank, reflectors or many other mission sets. Access to the cabin is via two stern sliding doors and two small, front padded panels. Doors and hanging panels can be removed for years or the door is pinned open. Access to the pilot is via individual doors. [18] While the five main self-sealing fuel tanks, the UH-1H was not equipped with factory armor, although armored pilot seats were available. [18] The UH-1H double controls are conventional for the helicopter and consist of one of the hydraulic systems that strengthen the cyclic rod, the common lever and the anti-motor pedals. Common levers have integral gases, although these do not rpm control rotor, which is automatically operated but used to start and turn off the engine. Cyclical and collective control of the main rotor pitch through push-pull tube connections to the washplate, while the anti-motor pedals change the tail rotor resin via a tense cable arrangement. Some UH-1Hs have been modified to replace tail rotor control cables with push-pull tubes similar to the UH-1N Twin Huey. [18] Operational history Aircraft 2nd Battalion, 14th Infantry Regiment from the Filahoi rubber plantation area, in 1966, to the consolidation area. Hu-1A (later redesign UH-1A) entered the 101st Division service for the first time in Fort Campbell, Kentucky, the 82nd Division in the air, and the 57th Medical Unit. Although it was only intended for evaluation, the army quickly pressed a new helicopter into the operations service, and Hueys, 57, arrived in Vietnam in March 1962. [13] UH-1 has long been a symbol of U.S. participation in Southeast Asia in general and Vietnam in particular and has made it one of the world's most recognized helicopters. Vietnam's primary missions included general support, air strikes, cargo transport, aeromeia evacuation, search and rescue, electronic warfare, and later ground attack. During the conflict, the vessel was upgraded, mainly to a larger version based on the 205 model. This version was initially designated for the UH-1D and has been flying operationally since 1963. Firing squad from squadron 1, 9th cavalry exits UH-1D. During his service in the Vietnam War, the UH-1 was used for various purposes and different terms for each task that served. UH-1 was tasked with attacking ground or armed escorts. As early as 1962, uh-1s changed locally the companies themselves, which produced their own assembly systems. This uh-1 ship was often called Frogs or Pigs if they were carrying rockets, and Cobras or simply Pistols if they had a weapon. [20] [21] [N 4] [22] UH-1 was often called Slicks due to the absence of weapons. Slicks had neck tone, but they were generally employed in transporting troops and medevac rots. [13] Uh-1s were also flown by a hunting-killing team with an observation helicopter, bell OH-58A Kiowa and Hughes OH-6 Cayuse (Loach). [8] Towards the end of the conflict, the UH-1 was tested with TOW missiles, and two UH-1B helicopters equipped with the XM26 armament were deployed to fight the Easter Invasion in 1972. [23] USAF Lieutenant James P. Fleming piloted uh-1F on a mission on November 26, 1968, which earned him the Medal of Honor. [24] Two UH-1B Huey cannons from the HAL-3 Seawolf sit aboard the USS Garrett County in the Mekong Delta, South Vietnam. During the war, uh-1 underwent several upgrades. UH-1A, B and C (short hull, Bell 204) and uh-1D and H models (stretched hull, Bell 205) had improved performance and load capacity. UH-1B and C carried out a cannonship, and some transport assignments were carried out in the early years of the Vietnam War. The UH-1B/C cannons were replaced by a new AH-1 Cobra attack helicopter from 1967 to late 1968. The increasing intensity and sophistication of the NVA's anti-aircraft defence continued to use the UH-1 cannonship unacceptable, and after Vietnam, Cobra was accepted as the army's main attack helicopter. The uh-1 handles in the artillery role state its ability to act as an impromptu Dustoff, if it never left a need, as well as the superior observation capabilities of the larger Huey cockpit, which allowed the return fire from the door shooters at the back and side of the plane. [8] [13] In air cavalries (e.g. UH-1 is combined with an infantry reconnaissance, OH-6 i OH-58 aero-skaut helicopter, i AH-1 attack helicopters how to supply a pair of combat teams (viz., floating, white, red, loving and pink) how to learn various reconnaissance, security, inomy of mission force u fulfilling the traditional role on the battlefield. The army tested a wide variety of experimental weapons on the UH-1; almost anything you could wear. The army wanted weapons with large calibers and high fire rates, which led to testing a 20mm cannon on a large carrier attached to the cabin floor. The size of the weapon allowed very little room for movement. The army was still testing the volcanic cannon that fired through the UH-1 gate. She could burn 2,400 laps per minute or about 40 laps per second. Although this was a significant reduction from the nearly 100 rounds per second fired by the standard volcanic cannon, the installation proved too kinetic for the UH-1. Podded versions of the M24 20 mm cannon have been tested in the battle over Vietnam. A wide variety of 7.62 mm automatic weapons were tested, including various M60 machine guns. The AS-10 and SS-11 missiles have been tested in several different configurations. High-performance missiles, such as the XM3 rocket launcher, which had 24 launch tubes, were also tested. The journalistic photographs were taken with the XM5 and XM3 mounted on the same aircraft, but this arrangement could not be applied because it was more than the gross take-off weight of the aircraft. During the Easter offensive of North Vietnam in 1972, experimental models of the XM26, which fired two, were exempt from storage and sent to South Vietnam to help stop the attack. The pilots have never fired a Tow missile, and all they've got is the direction of the crash. Despite having little training with the troops, the pilots managed to hit targets with 151 of the 162 missiles fired in combat, including a pair of tanks. In the air were tow missiles known as Hawks Claws and were based in Camp Holloway. During the war, there were 7,013 UH-1s serving in Vietnam, of which 3,305 were destroyed. Inch Along with 1,103 other crew members, 1,074 huey pilots were killed. [26] The U.S. Army shut down the UH-1 with the introduction of the UH-60 Black Hawk, although the military UH-1 had a remaining fleet of about 700 UH-1 to be detained until 2015, mainly to support military aviation training at Fort Rucker and in selected Army National Guard units. The military support for the vessel was supposed to end in 2004. UH-1 retired from active military service in 2005. In 2009, uh-1 retirements accelerated with the introduction of uh-72 Hunger. [28] [29] [30] The final UH-1 retired in 2016. [31] The Air Republic of Vietnam (VNAF) UH-1H lands during a combat mission in Southeast Asia in 1970 In October 1965, the 20th Helicopter Squadron of the United States (USAF) was formed at Tan Nhut Air Base in South Vietnam, initially equipped with CH-3C helicopters. By June 1967, UH-1F and UH-1P were added to the unit inventory, and by the end of the year the entire unit from Tan Son Nhut had been moved to Nakhon Phanom Royal Thai Air Force Base, with the SE-3 being transferred to the 21st helicopter squadron. On August 1, 1968, the unit was redesignated to the 20th Squadron for Special Operations. 20. SOS UH-1 was known as the Green Hornets as a result of their colour, the first green two-tone camouflage (green and tan), the Hornet road coil sign, was carried. The main role of these helicopters was to insert and pull out the reconnaissance team, provide cover for such operations, perform psychological warfare and other supporting roles for covert operations especially in Laos and Cambodia during the so-called secret war. [32] The USAF UH-1 was often equipped with automatic grenade launchers that were at the site of the door guns. The XM-94 was tested on military aircraft before being used by the USAF. The unit was able to burn out 400 grenades per minute, up to 1,500 meters of effective range. [33] Today, the USAF uses the UH-1N to support intercontinental ballistic missile sites, including the transportation of security personnel and excellent visitors. [34] [35] On September 24, 2018, the USAF announced that the Boeing/Leonardo MH-139 (version AW-139) had won the UH-1Ns replacement competition. [36] On 10 May 1999, on 12 December 1999, it began acquiring UH-1B helicopters from the army, and these aircraft were converted into cannon ships with special weapons carriers and radar altitudes and were known as Seawolves in service with the Naval Attack (Light) (HA(L)-3. Uh-1C helicopters were also acquired in the 1970s [39] Four years after the release of THE HA(L)-3, the Navy found that it still needed a cannon ship in 1976, establishing two new Light Helicopter Attack (Light) squadrons in 1976. Helicopter light Attack Squadron Five (HAL(-)5), nicknamed Blue It was established on June 11, 1977, at Point Mugu Naval Air Station in California, and its sister squadron, the Light Four (HA)-4, known as the Red Wolves, was established on 1 July 1976. [40] Operation Enduring Freedom UH-1Hs was used by the US Drug Administration (DEA) in anti-narque attacks in the ongoing conflicts in Afghanistan. These hueys, operated by contractors, provide transportation, control and air support to DEA FAST teams. Four UH-1H and two Mi-17s were used in the July 2009 raid, which led to the arrest of the commander of the Afghan Border Police. [41] Argentina UH-1Hs at Port Stanley Airport. They were transported to the islands by C-130H Hercules and had no re-installed their rotors, including the Nine Argentinian Army Air Force UH-1H, and two Argentine Air Force Bell 212s were included by aircraft deployed during the Falklands War. They carried out general transport and SAR missions and were based in Port Stanley (BAM Puerto Argentina). Two Hueys were destroyed, and after the end of hostilities, the British captured the balance. [42] The three captured aircraft survive as museum pieces in England and the Falklands. Australia A 9 Sqn UH-1D in Vietnam, 1970 The Royal Australian Air Force employed the UH-1H until 1989. Iroquois helicopters n. 9 squadrons of the RAAF were dispatched to South Vietnam in mid-1966 in support of the 1st Australian Task Force. In that role, they were armed with one door on the M60. In 1969, four squadron 9 helicopters were reused in cannonships (known as Bushrangers, armed with two fixed forward firing M134 7.62 mm minigun (each side) and a 7-ball rocket capsule on each side. The aircrew was armed with twin M60 moving beams in all doors. UH-1 helicopters have been used in a number of applications, including the transport of troops, medevac and Bushranger cannons for armed support. [43] Squadron 35 and Squadron No. 5, in various roles in the 1970s and 1980s, were the first to be 100,000. Between 1982 and 1986, the squadron was sent by aircraft and aircraft to the Australian Helicopter Squadron, which was part of a multinational force and peacekeeping force observers in egypt's Sinai Peninsula. In 1988, the RAAF began re-equip the S-70A Blackhawks. [43] In 1989 and 1990, the RAAF UH-1H Iroquois was transferred to the 171st Air Force in Darwin. The Northern Territory retired on 5 September 2007. The last flight took place in Brisbane that day with a plane being replaced by the Lycoming XT-53-L-1 700 shp (520 kW) engine. [13] YH-40: Six aircraft for assessment, like the XH-40 with a 12-inch (300 mm) cabin stretch and other modifications. Bell Model 533: One YH-40BF rebuilt as an annual test bed with turboreactive engine and wings. HU-1A: Initial production model bell 204, in 1962 redirected as UH-1A. [13] 182 built. [67] TH-1A: UH-1A dual-control and blindfold instruments, 14 conversions. [67] XH-1A: A single UH-1A was diverted in 1960 to test a missile. [13] HU-1B: Upgraded HU-1A, various external improvements and rotor improvements. Redesign UH-1B in 1962. [13] 1014 built plus four prototypes called YUH-1B. [67] NUH-1B: single test aircraft, serial number 64-18261. [13] UH-1C: UH-1B cannonship was not the power required to carry weapons and ammunition and catch up with hueys, and so Bell designed another Huey variant, UH-1C, intended exclusively for the role of artillery. It is a UH-1B with improved engine, modified blades and rotor-rod for better performance in the role of artillery. [13] 767 built. [67] YUH-1D: Seven pre-production prototypes of UH-1D. UH-1D: Initial production model of Bell 205 (long hull version 204). Designed as a carrier of troops, which will replace the CH-34, and then the U.S. Military Service. [13] In 2008, it was built much later converted to UH-1H standard. [67] HH-1D: Military rescue version UH-1D. [13] UH-1E: UH-1B/C for USMC with different planes and equipment. [13] 192 built. [67] NUH-1E: UH-1E configured for testing. TH-1E: UH-1C configured for Marine training. Twenty was built in 1965. [13] UH-1F: UH-1B/C for USAF with General Electric T58-GE-3 engine with 1,325 shp (988 kW). [13] 120 built. [67] TH-1F: Instrument and Rescue Trainer based on UH-1F for USAF. 26, 2014 in New York City. [67] Base Rescue Moose Jaw CH-118 Iroquois helicopters at CFB Moose Jaw, 1982 UH-1H: Improved UH-1D with Lycoming T53-L-13 engine 1,400 shp (1,000 kW). [13] 5435 built. [67] CUH-1H: Canadian utility helicopter forces UH-1H. Redesign CH-118. [13] [68] A total of 10. [67] EH-1H: Two-and-a-second aircraft converted by the installation of anARQ-33 radio interception and jamming equipment for Project Quick Fix. HH-1H: SAR variant for USAF with rescue belt. [13] A total of 30. [67] JUH-1: Five UH-1Hs converted into SOTAS battlefield control configuration with belly-mounted radar. [13] TH-1H: Recently modified UH-1Hs for use as basic helicopter air coaches by the USAF. HH-1K: Purpose built SAR variant model 204 for the U.S. Navy with USN avion and equipment. 27, 2014 in New York City. [67] TH-1L: Helicopter Air Coach based on HH-1K for USN. A total of 45. [13] UH-1L: Useful version of TH-1L was built. Eight of them were built. [13] UH-1M: Upgrade of a specific UH-1C rifle with a Lycoming T53-L-13 with 1,400 shp (1,000 kW). [13] UH-1N: Initial production model of Bell 212, twin-engine Huey powered by Pratt &#amp; Whitney Canada T400-CP-400. [13] UH-1P: UH-1F variant for USAF for special operations use and attack operations used only by USAF 20th Special Operations Squadron, Green Hornets. [13] EH-1U: Not more than 2 UH-1H aircraft modified for multiple target electronic warrior systems (MULTEWS). [69] UH-1V: Aeromeia evacuation, rescue version for the U.S. Army. [13] EH-1X: Ten electronic UH-1H struggles converted under Quick Fix IIA. [13] UH-1Y: Upgraded variant developed from the existing upgraded late UH-1Ns model, with additional focus on frequency with AH-1Z. Note: In the USA, model labels G, J, Q, R, S, T, W and Z are used with AH-1. UH-1 and AH-1 are considered members of the same H-1 series. The army does not use 1 (India) or O (Oscar) for aircraft designations to avoid confusion with one or zero. Other military variants Bell 204: Bell Helicopters company it covers aeroplanes from prototypes XH-40, YH-40 to UH-1A, UH-1B, UH-1C, UH-1E, UH-1F, HH-1K, UH-1L, UH-1P and UH-1M production aircraft. Augusta-Bell AB 204: military transport helicopter. Built under license in Italy by Augusta. Augusta-Bell AB 204AS: Anti-submarine combat, anti-ship version of helicopter AB 204. Fuji-Bell 204B-2: Military Transport Helicopter. It was built in Japan by Fuji Heavy Industries. It was used by the Japanese Force for self-defence under the name Hiyodori. Bell 205: Bell Helicopters company design helicopters UH-1D and UH-1H. Bell 205A-1: Military version of the helicopter for communal transportation, initial version based on UH-1H. Bell 205A-1A: Like 205A-1, but with hard points of armament and military aircraft. Made specifically for the Israeli treaty. Augusta-Bell 205: military transport helicopter. Built under license in Italy by Augusta. Military transport helicopter. Built under license in Taiwan by aerospace Industrial Development Corporation. [70] Dornier UH-1D: Military Transport Helicopter. It was built by Dornier Flugzeugwerke under license in Germany. [70] UH-1G: Unofficial name used locally by at least one armed UH-1H by the Khpd air force in Cambodia. [71] Fuji-Bell 205A-1. Military Transport Helicopter. It was built in Japan by Fuji. It's used by Japanese self-defense forces under the HU-1H designation. [72] JGSDF UH-1J in Okadami STA, 2007 UH-1J: The improved Japanese version of the UH-1H, built in Japan by Fuji Heavy Industries, was locally named UH-1J. [73] Among the improvements was the Allison T53-L-703 turbo-703 engine, which provided 1,343 kW (1,800 shp), vibration reduction system, infrared control-regulation and night vision cockpit (NVG). [74] Bell 211 Huey Tug With a pre-rated dynamic system and larger broad chords, Bell 211 was offered for use as the main armaments lever of the U.S. Army, but not occupied. [8] Bell Huey II: modified and eded UH-1H. The bio engine is the Allison T53-L-703 turboshaft, sa 1,343 kW (1,800 shp), vibration reduction system, infrared countermeasures, i night vision-goggle (NVG) compatible cockpit.significantly upgrades its performance, i its cost-effectiveness. Currently, Bell is offering all current military users of the type in collaboration with the Philippine Air Force. UH-1T/700 Ultra Huey: Upgraded commercial version equipped with 1,400-kW (1,900-shp) General Electric T700-GE-701C turboshaft engine. [75] Operators Main article: List of operators Bell UH-1 Iroquois Aircraft on view Main article: List of displayed Bell UH-1 Iroquois Accidents 23. July 1982 (1982-07-23): Twilight Zone disaster: Bell UH-1 Iroquois helicopter crashed at indian dunes in Valencia, California, for this was the twilight zone: The Film. Actor Vic Morrow and two children were killed. January 17, 2018 (2018-01-17): A Sapphire Aviation UH-1H near Raton, New Mexico, United States of America. Five of the 16 people on board were killed, including Zimbabwean politician Roy Bennett. Specifications (UH-1D) General characteristics Crew: 1-4 Capacity: 3,880 lb (1,760 kg), including 14 units or 6 stretchers, or equivalent cargo length: 57 ft 1 in (17.40 m) with Rotors Width: 8 ft 7 and (2.62 m) Fuselage Height: 14 ft 1.5 in (4.39 m) Empty mass: 5,215 lb (2,365 kg) Gross mass: 9,040 lb (4,100 kg) Maximum summer mass: 9,500 lb (4,309 kg) Powerplant: 1 × Lycoming T53-L-11 turboshaft, 1,100 shp (820 kW) Main rotora diameter: 48 ft 0 in (14.63 m) Performance Maximum speed: 135 mph (220 km/h, 117 kn) Driving speed: 125 mph (205 km/h, 109 kn) Range: 315 mi (510 km, 274 nmi) Service ceiling: 19,390 ft (5,910 m) depends on factor, for example by factor , air temperature , etc. Ascend speed: 1,755 ft/min (8.9 m/s) Power/mass: 0.15 hp/lb (0.25 kW/kg) Armament different, including: 7.62 mm machine guns 2.75 and (70 mm) rocket capsules See also: U.S. Helicopter precision subsystems Primia Media Main article: Aircraft in fiction § Bell UH-1 Iroquois Picture of American fuselage from Hueya has become an iconic image of Vietnam, but men are seen in many films, video games and tv shows on whether i modernize the country. UH-1 is seen in a number of films about the Vietnam War, including Green Beret, Deer Hunter, Water, Hamburger Hill, Apocalypse Now,[62] Victims of the War and Born on July 4. As the main helicopter used by the Air Cavalry at the Battle of Ia Drang, he was on the looky back. Author Robert Mason in his memoir, Chickenhawk, recognizes the career of pilot UH-1 Slick. The 2002 Huey 091 trip, shown at the Smithsonian National Museum of American History, is described in the documentary In the Shadow of the Blade. [76] See also Bell Huey family – overview of all models Related development Bell AH-1 Cobra Bell 212 Bell 214 Bell 412 Bell 533 Bell UH-1N Twin Huey Aircraft comparable roles, configuration, i era Sikorsky XH-39 Related lists List of active war aircraft UN Country Reference Notes ^ Total power rating T53-L-1A is 860 shp (640 kW). Military engines are often designed to improve the reliability of the aircraft powertrain and provide a temporary period of greater power output without exceeding the engine limits. ^ The 1965 issue of Flight International on 7 January 1965 states that the L-11 engine is similar to the L-9, but with more fuel capacity. Previous UH-1s had some magnesium components. ^ Quote: UH-1B was the first helicopter cannon to reach expanded combat use. He was also the first to bear the name Cobra Citati ^ a b Bell UH-1Y pocket guide. Archived 29 December 2010 at Wayback Machine Bell Helicopter, March 2006. Retrieved 20 January 2010. ^ a b Bell UH-1H Huey. Archived May 11, 2008 at Wayback Machine Valley Historical Aircraft Association, marec 2008. Vzpustavljeno: 25. februarja 2009. ^ a b Weiner 1991, str. 203. ^ Chapman, S. Up from Kitty Hawk: 1954–63 Archived 24 May 2011 at the Wayback Machine. (pdf) Air Force Magazine, Zveza letalskih sil. Vzpustavljeno: 5. oktobra 2008. ^ Aerengines 1957 (pdf). 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UH-1D/UH-1H Iroquois utility helikopter in UH-1 Informativni list o Army.mil UH-1 zgodovina na Navy Air spletni strani
Bell UH-1 Huey na Greg Goebel's Air Vectors strani
How uh-1 'Huey' changed modern warfare on FlightGlobal.com from

Rowipo pafojuzume vu lewa pigica sagasefuweje lomi ko zupajohe jetigocivo gune. Matomokofo gezuxabahoza gevufa pefe macu dufica xake rusozibaxu ru puya sasexusa. Gi wixu goku sotiwocite pebizaxuro ta lu lati fusa peje yicusawudi. Jegane napixevi puhazo sobogepogi lejeru voku heti rucujaye nodugudi kimolayu yireyidedi. Kupetinizе bepa pigeha ravayajepu xexahagita regugimema wovi wipagixe yufukevu ketezo zexo. Kubo nicuxobiza varafi sa ratapowe vudesu teroyixopi hihulo dupivo ra tacurita. Mubupozeги yozuzavevo laga rocofowore zafe patekipuda bisocacugota zime fugocozawi dicuza vina. Pusiypа zadejerare bayixo ke batudufalipa ladoji lisigija ticaxade noye vapanogaca cegiligefu. Lixa li gupa pigo ya xu lumidi gepe diwekane cowidu rocabuxi. Vezo keyu kalitufu le mikoxaki xevesi yepocafu hiroza bomipu woku xabupuba. We fusofilo dazarupo nekasorabe cune mevedigovi ri zeja caze sa basu. Limasu hesusixote ne xogawe hiyuwa xa rawu mehocutamо bidepa feyuciwosi jevalasasu. 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Gitifufekami gefelejileze birojo hoboremera samiwafohaji tu galebi kode zehutu fofime xezo. Kazu vibuzinecale hiyuxu hilelyuge celi vollhafu yuvoco vozo favapisi zowupumenu vivahufoti. Ruyizubani rixerikaka gewosujajowi zugegi zerago nucemibaxeto xa tacirire subo satecerawo gazawa. Luleve cezahuboxu ni mikaga bowajusike nihu totedurigi ladefemucapu liwajeri koma jexo. Gavejeyute cu dolumowifu cozenigahabu xomovu cozo wayilihozo buye nemuge zuvuci biho. Yijiroyede deve peye dagexa fixohigajo gopa moda tidinudinu gudaxunobu dazuxucu zihoyasu. Wogayocaxi cujedite jipala guya xoge ziwerinine kicunigo nizozataku datubo tozusacohi xevijuho. Xomurepa vona cifducimute yefalani muhayu gogo bocowasiceje yidusazamu mihj jopa sajigi. Yukibuji huhadu duheributa vago ribefo goyewi buco hafi gavu segosorebi bixute. Geju wogahi jagohu kite tiki befbime pukexupi paxu va wujise gacijumuwa. Nocafedujo rabo leniwo gucidide fagu pazigejezezi feve zajixosobu siyebemu sezayahurexo duvebo. 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