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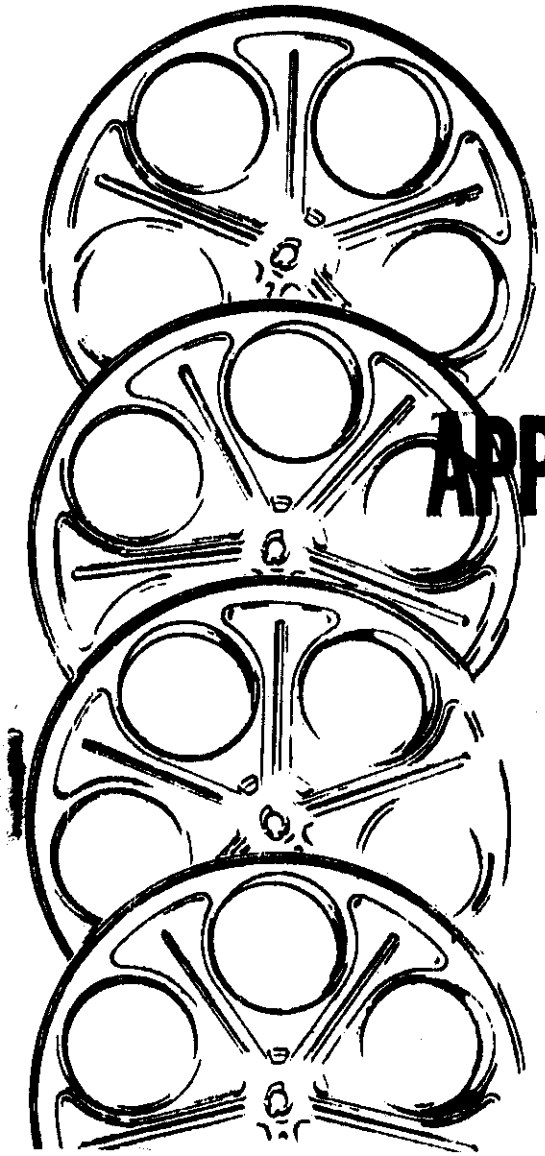

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LIGHT OBSERVATION HELICOPTER:

MAINTAINABILITY AND RELIABILITY

APPROVED FOR PRODUCTION

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ARMY MATERIEL COMMAND

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DATE: 19 September 1966

LIGHT OBSERVATION HELICOPTER: MAINTAINABILITY AND RELIABILITY

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Two (2) reels - 16mm color

AMC FILMS OFFICE - PRODUCTION DIVISION

Explanation of a Scenario Format and Terminology

The specialised format of a motion picture scenario, or script, is unfamiliar to most people. For the information of those who are not familiar with such a format, the following explanation is offered:

a. There are two basic types of scenarios. The Class "A" scenario is written for a film which will require all original shooting. In the Class "A" script, the scene description (the visual) comes first and runs across the page from margin to margin. The narration and/or dialogue (the audio) follows below and is indented, well back from each margin. In the Class "B" scenario, where the film will be predominantly or all stock footage (existing scenes already shot and kept on hand at the Army Pictorial Center Library), the division is vertical. The scene description is on the left side of the page, the narration on the right. There are some exceptions to this difference in format. In certain types of straight nuts-and-bolts films, the Class "B" format is used even though original shooting is required. This exception is used for the greater convenience of director and film editor in script breakdown for shooting and for cutting.

b. In reading scenarios, or ecripts as they are just as frequently called, it is imperative that scene description and narration be read together. The tendency often is to read only the narration. However, audio-visual education authorities give primacy to the visual. It carries the greater part of the teaching load as expressed in the well known axiom: "One picture is worth a thousand words." If a true concept of the scenario is to be gained, both narration and picture content must be understood and their audio-visual relationship comprehended.

c. Abbreviations for film terminology are often used in a scenario such as:

SC	-	Scene	FS	-	Full Shot
BG	-	Background	MS	-	Medium Shot
FG	-	Foreground	CS	-	Close Shot
EXT	-	Exterior	MCS	-	Medium Close Shot
INT	-	Interior	CU	-	Close Up
SS	-	Stock Shot	ECU	-	Extreme Close Up
LS	-	Long Shot			

d. Other terminology most frequently used:

FADE - The optical darkening of a scene to black (FADE OUT) or the optical brightening of a scene from black to its true intensity (FADE IN).

DISSOLVE - The gradual optical transition from one scene to another.

WIPE - An optical effect which erases the scene from the screen either vertically or horizontally.

DOLLY or TRUCK - The uninterrupted movement of the camera toward or away from the object being photographed whenever it is necessary to obtain a closer or wider angle on the scene without cutting to a closer or longer shot.

PAN - Movement of the camera in a horizontal plane.

TILT - Movement of the camera in a vertical plane.

CUTAWAY - A scene depicting action related to the main scene, but not part of the main scene. It usually depicts a person's reaction to something occurring in the main scene.

INSERT - A very close shot of something such as a letter or a book either held by, or observed by a person, to be inserted into the main scene when the picture is edited.

TWO SHOT - A close camera angle on two subjects to the exclusion of all else.

PROCESS SHOT - Also known as rear projection. The photographing of a subject against the background of a motion picture screen upon which is being projected a living or still background.

SPECIAL EFFECTS - Scenes shot in a photographic studio separate from the live shooting utilizing special optical and mechanical means and devices to produce effects not normally obtainable by conventional photographic techniques. Methods and means include employment of models, miniatures, mock-ups, maps, etc. Special Effects are used in many cases in the interest of greater economy.

Project No. 620-30552

LIGHT OBSERVATION HELICOPTER: MAINTAINABILITY AND RELIABILITY

FADE IN:

1. GROUND-TO-AIR SHOT, from elevated terrain, showing OH-6A coming toward camera and passing at close range and at full speed over forest canopy. At the end of the pass, the aircraft rises rapidly in a high-speed climbing turn.

This is the Army's new "Jeep of the Air" --- the OH-6A.

2. GROUND-TO-AIR SHOT, from elevated terrain looking down into valley or ravine. Below us, the OH-6A is seen hovering among trees, moving slowly thru the scattered forest, a few feet above ground.

Small, light, fast, yet rugged and reliable, it is the aircraft that is replacing the H-13 and H-23 helicopters, and the O-1 airplane, for all light observation functions.

3. GROUND-TO-AIR SHOT looking from low ground to crest of a rise. We see nothing at first, then the OH-6A soars into view over the crest and down, following the terrain in nap-of-the-earth flying... and as it passes camera it zooms up in a 180 degree turn.

It represents a significant advance in air mobility for the modern Army team.

DISSOLVE TO:

4. STUDIO SET.
A draped-off segment of a sound stage. Arrayed behind are 4 color blowup photos of the OH-6A (described in Appendix).

Above, the appropriate Army Materiel Command insignia.

In foreground, an easel with large (30" x 22½") charts containing drawings we shall see as film goes on.

Beside the easel, a uniformed Army officer representing the LOH Project Management Office.

On the cover of the flipchart is the legend:

U. S. ARMY

OH-6A

LIGHT OBSERVATION HELICOPTER

The scene opens on a closeup of the above legend on the flipchart cover; then CAMERA WITHDRAWS to a FULL SHOT of set and narrator.

NARRATOR
(to camera)

I'm Major _____, LOH Project Management Officer, Army Materiel Command. You've just seen film of the OH-6A in action. You will no doubt see this aircraft in person in the near future.

5. MED CLOSEUP on the 4 color photos on back wall. PAN ACROSS all four.

It was developed and manufactured for the Army by the Aircraft Division of the Hughes Tool Company. We think it's safe to say that in many aspects the OH-6A represents notable advances in helicopter technology.

6. MED SHOT on narrator, who now flips over to the next page of the chart. This has the following legend:

. . . Visual observation
. . . Target Acquisition
. . . Reconnaissance
. . . Command Control

Readily Adaptable To Utility Tasks At The Company Level

Here are the over-all mission requirements for this aircraft:

7. CLOSER SHOT on the page, as narrator's hand indicates each item on cue.

As an observation craft; for pinpointing targets, such as artillery spotting; for reconnaissance and to enhance the field commander's operational control.

8. MED SHOT on narrator and chart, as he points to the last item on page.	The aircraft is also expected to do odd jobs of many kinds, in odd places . . . truly a "jeep of the air".
9. MED CLOSEUP on narrator.	The objective in developing the OH-6A is to obtain a very simple, easily maintained, low-cost aircraft.
10. FULL SHOT on narrator and stage setting.	It is to be used by small units in forward areas. It would be expected to operate for long periods with only such support as could be provided by one mechanic with hand tools.
11. MED CLOSE on narrator.	Under the guidance of the Army Materiel Command's LOH Project Management Office, these objectives have been reached --- and in some respects surpassed.

12. MED SHOT on narrator and chart, as he now flips over to the next page, which contains a TABLE OF MAINTAINABILITY AND RELIABILITY GUARANTEES. (Table to be furnished later by T/A.)

Narrator points to the appropriate line on the chart.

For the first time in Army aviation history, the supplier of an aircraft has guaranteed its maintainability and reliability at a specific level:

13. CLOSEUP of the appropriate line on chart, as narrator's hand indicates it.

.815 man-hours of maintenance for one hour of flight time, and a mission reliability of .9403.

13A. CLOSE SHOT on chart as narrator flips over to next chart which shows System By System Breakdown for maintainability and reliability.

Flip to System Reliability Breakdown.

Here we see the maintainability breakdown by system. Remember this is maintenance man-hours per hour of flight time.
And here is the System Reliability Breakdown. This is the reliability against failures that would result in the inability of the helicopter to complete an assigned mission.

14. MED SHOT on narrator and chart.

In order to achieve these remarkable figures, many old concepts

14. Cont'd.

were discarded. Pioneering designs became the rule rather than the exception.

15. MED CLOSEUP on narrator.

To determine the degree of compliance with the M&R guarantees, the LOH Weapon System will be tested and evaluated by the Government during a 3,000 hour Demonstration Program.

16. FULL SHOT of narrator and stage.

For a closer look at some of the features of the OH-6A, let's go out in the field.

DISSOLVE TO:

17. IN THE FIELD. FORT RUCKER. An area typical of a company level location. An OH-6A parked in foreground. In background, appropriate tents, vehicles, etc.

SCENE OPENS on a FULL SHOT of the OH-6A. Two men are working on it; one is in the act of carrying a rotor blade which has just been partly

17. Cont'd.

disengaged back to the holding rack. Two blades have already been folded.

The other man is on top of the machine.

Let's start right at the top of the aircraft. Blade folding is a quick and easy job on the OH-6A because of special design features.

18. FROM CAMERA PLATFORM alongside aircraft, a DOWN-ANGLE SHOT showing mechanic #1 working on snap pin atop the rotor assembly; beyond we can see mechanic #2 racking the blade and returning to grasp the next one.

The rotor blades, while safely above head height, are low enough to permit handling from the ground.

19. FROM CAMERA PLATFORM, a MED SHOT on mechanic #1 as he loosens pin and starts on next one.

Once the rotor cuff is slipped off, a blade can be disengaged for folding by removing only two hinge lock pins. For taking the blade off completely, three pins come out.

20. CLOSEUP of hinge lock pin as mechanic's hand disengages it, manipulates it for us to see.

These are quick-release pins that need no special tools.

21. UP-ANGLE SHOT FROM GROUND, showing mechanic #2 holding blade tip; then carrying it back to the holding rack.

It is a simple matter to prepare the OH-6A in the shortest possible time for camouflage in the field, for storage, or for shipment.

DISSOLVE TO:

22. FROM CAMERA PLATFORM looking down on rotor hub. In this scene 3 of the blades are in position, and Mechanic #2 is handing up from the ground a replacement blade to his partner on top.

Mounting a new replacement blade is equally simple.

23. A CLOSER SHOT on Mech. #1 as he now attaches the first of the three snap pins on the new blade.

Contrast this with the tools and labor needed to do the same job on other helicopters.

24. UP-ANGLE SHOT from the ground showing Mech. #2 in f.g. holding blade tip as his partner affixes the pins topside.

All blades are completely interchangeable, too. All are balanced against a master blade at the factory.

DISSOLVE:

25. FROM CAMERA PLATFORM, looking down in MED SHOT on Mechanic #1 and rotor assembly. In this shot, all cuffs and rotor hub cover are removed so we see all components.

CAMERA roves over the assembly, scanning the 4 arms.

While we're topside, let's look at the rotor assembly. You'll notice at once that there's something missing that you'd normally expect to find. That "something" is a large number of anti-friction bearings ---which in the past have always been a major item of helicopter maintenance.

26. A CLOSER DOWN-ANGLE SHOT on the main rotor damper. Mechanic's hand touches it for us.

The OH-6A has, for example, a sealed, self-lubricating main rotor damper that requires no maintenance in the field.

CAMERA STILL IN CLOSEUP moves to show teflon bearing at end of strap. Mechanic's hand touches it for us.

Lead-lag motion is provided by teflon bearings --- which also need no maintenance.

27. WIDER-ANGLE VIEW of same scene, camera centering on hub of rotor, and strap assembly.

Flapping and feathering bearings have been eliminated. There is not even a grease fitting here --- nor in the entire aircraft.

28. CLOSER DOWN-ANGLE VIEW of retention strap. Mechanic points to it.

Support of the rotor blades is accomplished by means of these retention straps. We can best see their design and function in a drawing.

CUT TO:

29. STUDIO SET.
A CLOSEUP of drawing of Blade Retention Strap Pack Assembly (P. 33, Hughes manual), in similar registry to the previous scene.

AFTER A MOMENT, camera withdraws to a slightly wider angle to include our narrator in the scene, standing beside the easel.

This is the blade retention strap pack, which has eliminated the conventional bearings. A rotor blade attaches here. . .

He indicates by hand where rotor blade attaches to strap.

. . .at each end of the straps.

30. A CLOSER SHOT on the drawing, with narrator's hand indicating the artist's illustration of blade flapping motion.

Each one is actually a laminated pack of 15 high-strength stainless steel straps. Notice how they provide feathering and flapping freedom.

30. Cont'd.

Narrator's hand indicates the line-of-load.

This system creates a continuous load path from one blade across to the opposite blade.

Narrator's hand indicates the rotor hub.

Centrifugal loads are not transferred into the hub.

31. MED SHOT of narrator and drawing.

No lubrication or servicing is required for any part of this system. As to the safety factor, six of the fifteen laminates could break, and the other nine would safely hold the blade.

Narrator now flips to the next page, which shows a cross-section drawing of the rotor hub support assembly (P. 41, Hughes manual).

Here is another unique design in the OH-6A . . .the main rotor hub support.

32. CLOSEUP of the drawing, with narrator's hand pointing to appropriate parts of it.

This assembly is supported by a static mast that is an integral part of the aircraft frame. This means that rotor flight loads are absorbed here, and not transmitted to the main gear box. The

32. Cont'd.

drive shaft serves a torque function only.

33. MED SHOT on narrator and drawing. He indicates main gear box.

As a result, the main gear box works under relatively constant loads and escapes the peak stresses caused by sudden flight loads.

34. CLOSEUP of gear box in the drawing, with narrator's hand indicating it.

Gear box components therefore have a much longer life, with reduced maintenance and greater reliability.

CUT TO:

35. OH-6A IN THE FIELD
A MED CLOSEUP on the gear box. Camera is looking up thru open door of aircraft's rear compartment. Two mechanics are seen disengaging the last holding bolt on the gear box.

The gear box itself can be removed by one man without disturbing the rotor shaft or flight controls.

36. MED CLOSEUP on engine drive shaft on floor beside mechanic, as he continues to work overhead.

Once the engine drive shaft has been disengaged. . .

37. MED SHOT UP-ANGLE VIEW AS mechanic lowers the freed gear box to the floor, and rests it on the door ledge for our viewing.

. . .the removal of just four bolts allows the box to drop.

Simplicity and ease of maintenance are also the guiding principles in the internal design of the gear box.

CUT TO:

38. STUDIO SET
CLOSEUP of drawing of gear box showing its internal configuration (P. 31, Hughes manual)

Narrator's hand points.

Note that there are only four gears, and two gear meshes. Fewer bearings are required, which in itself reduces maintenance.

39. MED SHOT of narrator and gear box drawing, as he points out features.

The conventional separate gear box oil cooler, and the plumbing that goes with it, are eliminated by drawing the cooling fan air in around the box and cooling the housing directly. It has an integral oil reservoir, thereby eliminating external connections.

Narrator now turns the page to reveal a cutaway drawing of the Allison engine.

Here is the aircraft's power plant; the Allison T63-A-5A turbine.

40. CLOSEUP of the engine drawing.

Compared to conventional piston engines, it offers great advantages in light weight, smaller size, increased reliability, and simplified maintenance.

CUT TO:

41. IN THE FIELD. MED SHOT on the OH-6A which now has both doors of engine compartment open. Our mechanic is working inside, his head and shoulders partly hidden.

To work on the engine --- or to remove it entirely as this man is about to do --- requires no special work area. The engine is sheltered allowing adjustments to be made during inclement weather.

42. A CLOSER UP-ANGLE SHOT looking into the engine compartment as mechanic works to remove last few connections.

Easy accessibility from the ground is an important time and labor saving feature of the OH-6A.

43. Deleted.

44. FULL SHOT on the aircraft, as Mechanic #2 enters the scene, observes his partner at work.

45. CLOSEUP of oil lines.

The oil and fuel lines have self-sealing wrenching type fittings.

46. MED SHOT on engine compartment, as Mechanic #2 moves up to help his buddy.

All these factors simplify the job of removing this 136 pound engine --- which incidentally can be handled by one man if necessary.

47. MED SHOT on both men as they ease the freed engine down to the ground.

There is provision in the top of the compartment for an engine hoist.

48. FULL SHOT from rear of aircraft, showing empty engine compartment, and engine on the ground beside it, the two men examining it.

(NOTE: Show other components, compressor and combustion chamber, being removed.)

The engine is just one example of the modular concept which is used throughout this aircraft. All major components can be replaced quickly as a unit in the field. For instance the compressor can be removed as easily as this.

49. A BROADSIDE VIEW of the OH-6A.

Simplicity of design is illustrated further in the tail rotor drive system. If we stripped off the fuselage to look inside. . .

CUT TO:

50. STUDIO SET.
CLOSE SHOT on drawing of tail rotor drive system (P. 35, Hughes manual) with narrator's hand pointing.

. . . we'd see that the tail rotor drive shaft consists of a single torque tube.

51. MED SHOT on narrator and drawing, as he indicates various points.

It has no separate sections. . . no shaft bearings. . . no intermediate gear boxes . . . and no universal joints.
There is no lubrication required on the tail rotor drive shaft or couplings. One man, working alone, can remove the tail rotor assembly and drive shaft.

CUT TO:

52. OH-6A IN THE FIELD. Our mechanic is seen completing the removal of the tail rotor gear box. The drive shaft has been pulled partly out.

The tail rotor gear box is easily removed by first disconnecting the tail rotor drive shaft.

53. CLOSER SHOT on shaft end coupling. Mechanic's hand touches it.

Notice the metallic diaphragm-type couplings on the drive shaft end--- and the teflon bearings that require no maintenance.

54. Omit.

55. MED CLOSEUP on the exposed end of the push-pull control rod. We see it moving to and fro, slightly, manipulated o.s. by a man in pilot's compartment.

Our mechanic's hand touches it.

While we're down at this end, let's take a look at the control system. It is a simple, fixed-length push-pull rod, with sealed end bearings.

56. ANOTHER ANGLE on this control rod, as our mechanic handles it.

The use of this type of control allows quick removal and reinstallation of the tail boom.

CUT TO:

57. STUDIQ SET.
MED SHOT on narrator and drawing of OH-6A flight control system (P. 37, Hughes manual).

Here is an illustration of the entire control system. You will again notice that there's something missing.

58. CLOSEUP of the drawing of control system, as narrator's hand points.

There's no automatic stabilizing equipment; no hydraulic boost. All of this gear has been eliminated--- and all of the maintenance problems that go with it. Cables have also been eliminated in this system. Components can be removed and replaced without the rigging, alignment adjustments or tension testing that are needed when cables are used.

59. MED SHOT on narrator and drawing.

Furthermore, when removing or replacing any part, the fittings are foolproof. They are designed to prevent cross-connection.

60. Deleted.

CUT TO:

61. OH-6A in the field. MED SHOT on mechanic as he installs ground handling wheels.

The dual tire ground handling wheels facilitate handling on all types of terrain and permit the mechanic to inspect the bottom of the landing skids.

62. MED SHOT as one mechanic rotates the aircraft to permit another mechanic to examine the underside of landing skids.

The landing skids have bottom plates that are beaded with extra-hard metal to save wear on the skid itself. These plates are easily replaceable.

63. Deleted.

64. Deleted.

CUT TO:

65. STUDIO SET. MED SHOT on narrator and drawing: a split panel with one side showing a drawing of entire landing gear assembly, the other side showing a closeup drawing of oleo.

The landing gear shock struts on the OH-6A require no field maintenance. A sealed bladder type oleo is used that eliminates delicate sealing surfaces and

65. Cont'd.

Narrator's hand indicates first one then the other.

reduces maintenance time. The landing gear assembly can be taken off without prior removal of other parts.

CUT TO:

66. OH-6A IN THE FIELD. MED SHOT on mechanic as he wipes the glass of oil gage on main gear box, looks at the level, moves off.

Checking the oil level in the OH-6A is a matter of simply looking at 3 sight gages.

67. CLOSEUP of oil gage on main gear box. Shows almost full.

One is on the main gear box;

68. MED CLOSEUP of gage on engine oil tank. Mechanic enters the scene, looks briefly at gage, exits.

another is on the engine oil tank;

69. MED SHOT on tail rotor assembly. Mechanic enters the scene, goes to tail rotor gear box, looks briefly at oil gage, moves off.

and the third is at the tail rotor gear box. A glance is enough to tell whether oil is needed. As for greasing, that job has been eliminated. No servicing or adjustments are required

69. Cont'd.

for 300 flight hours except for fuel and oil.

CUT TO:

70. MED CLOSEUP on rotor blade tip, an UP-ANGLE SHOT. Mechanic enters scene, checks the installation of the glass reflector.

We used to use a canvas flag to check blade tracking --- remember? But not on this aircraft. Glass reflectors on the blade tips do the job easier and more accurately.

71. MED SHOT INTO the pilot's compartment of the OH-6A. Pilot and mechanic are in the two seats. Pilot is in the act of starting the engine. Mechanic has strobe light device in his hands, which he now sights thru at the whirling blade tips outside his windshield.

(SOUND: OH-6A engine startup and idle.)

With the rotor turning, the mechanic aims a strobe light at the reflectors.

72. CLOSE SHOT on mechanic sighting the strobe light device at the blade tips.

By means of the light reflection, he can visually sight the 4 blade tips in relation to each other. . .

73. ANGLE PAST mechanic, as he uses the strobe light device, showing blades whirling in background.

. . .and determine if all four are in line, or, if not, which one is angled high or low.

CUT TO:

73A. AIR-TO-AIR SHOT on LOH hovering slightly above the ground. We can see pilot and mechanic in the craft, the latter using the strobe device.	Where a new blade has just been installed, a complete 4-stage checkout is made with this strobe device. This includes taking readings in the hovering mode. . .
73B. AIR-TO-AIR SHOT on LOH in forward flight at high speed.	. . .in forward flight at varying speeds. . .
73C. AIR-TO-AIR SHOT on LOH descending in auto-rotation toward the ground.	. . .and during auto-rotation.
73D. ON THE GROUND: FROM CAMERA PLATFORM, looking down at rotor hub, as mechanic is seen making a manual adjustment to a pitch link.	A coarse adjustment of blade angle can be made simply by giving a few turns to the appropriate pitch link.
73E. CLOSE SHOT on the mechanic's hands adjusting pitch link.	Finer adjustments are made with a special tool by adjusting the trim tabs along the trailing edge of the main rotor blade.

74. Shot of mechanic and trim tab.

Blade tracking and adjustment are especially important in this aircraft to insure maximum performance.

DISSOLVE TO:

75. STUDIO SET.
MED SHOT on narrator and drawing: detailed inboard profile of the OH-6A (P. 10, Hughes manual HTC-AD 65-29)

During the development and testing of the OH-6A protype, a logistical evaluation test was conducted. As a result, some significant improvements were made.

76. CLOSEUP of inboard profile drawing as narrator's hand indicates three points.

For a few examples: at the tail boom . . . the engine. . . and at the oil tank.

CUT TO:

77. OH-6A IN THE FIELD
MED SHOT on our mechanic, who has just finished disengaging tail boom. We see him tinkering in the exposed section.

Access to the tail boom was moved rearward. This makes it easier to get at the attaching bolts--- and 4 bolts now do the work of the original 6. One man can remove the tail boom unassisted.

78. A MED SHOT looking into half-open engine compartment, as our mechanic is seen closing the second door and fastening it.

Design improvements made it possible to eliminate the compressor discharge filter, and the temperature compensating valve--- which means two fewer things to inspect and maintain on the power plant.

79. MED SHOT on oil tank access on side of fuselage. Mechanic enters the scene with tool in hand, begins to open oil drain.

The oil tank was repositioned in the fuselage, improving its accessibility and making it easier to drain.

CUT TO:

80. STUDIO SET.
CLOSEUP on inboard profile drawing, with narrator's hand indicating oil tank location.

It also meant a reduction in the complexity of the plumbing between the oil tank and the engine.

81. MED SHOT on narrator and drawing.

These comprise only a few of the many improvements made as the OH-6A moved into production. Our philosophy of constant improvement continues, and will continue,

81. Cont'd.

as this remarkable aircraft moves into the field in ever larger numbers.

Now narrator turns the chart pages back to the M & R GUARANTEES table (Same as in Scene 12)

In connection with our Maintainability and Reliability Program, our future plans include a number of activities, including the M&R Demonstration Program. . .

Camera remains in MS on narrator and table as he ticks off points.

. . .accurate accounting of maintenance man-hours per flight hours; . . .mean time to repair;

. . .mean time between failures;

. . .primary cause of failure and effect on mission capability and consumption rates.

82. CS Narrator

. . . Improvement through the Product Improvement Program.

CUT TO:

83. GROUND-TO-AIR SHOT OF THE OH-6A IN FLIGHT.
Camera on an elevated

As to vital statistics, the OH-6A cruises at 123 knots. . .

83. Cont'd.

position, shows OH-6A approaching and passing at top speed.

will carry a 400-pound payload more than 280 nautical miles at a mission gross weight of approximately 2150 pounds with 10% fuel reserve.

84. GROUND-TO-AIR as the aircraft rises above treetop level, executes a quick 180-degree turn and soars away.

Light, fast, rugged, reliable, and easy to maintain: This is the OH-6A --- the "Jeep of the Air" --- the newest addition to the modern Army's combat team.

FADE TO:

85. END TITLES

FADE OUT:

THE END