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Helicopter 1962 to date

Own A
59-1695

H-1 BELL Iroquois

Model 204 205 utility helicopter.

UH-1A-BF (Ex HU-1A-BF) Initial production model, based on the YH-40-BF; 700 shp T53-L-1A or (15th and subsequent) 960 shp T53-L-5. Total of 182 built:

57-6095/6103	(9)	c/n	10/18
58-2078/2093	(16)		19/34
58-3017/3047	(31)		35/65
59-1607/1716	(110)		66/175
60-3530/3545	(16)		176/191

The Army used some of these for armament tests, with several combinations of rockets and 7.62 mm machine guns, one of these being XH-1A-BF.

TH-1A-BF Fourteen UH-1A-BF fitted with dual controls and blind-flying instruments, for Army Aviation School use.

IH-1A-BF Single UH-1A-BF tested with a grenade launcher in the nose.

YUH-1B-BF (Ex YHU-1B-BF) As UH-1A-BF but 960 shp T53-L-5 fitted as standard and driving a two-bladed rotor with increased-chord blades; enlarged cabin for up to eight troops or three stretchers. Four YUH-1B-BF were built (60-3546/3549, c/n 192/195), eventually becoming UH-1B-BF.

UH-1B-BF (Ex HU-1B-BF) Production model, with a T53-L-5 (1100 shp T53-L-11 in later production machines) and provision for light armament; many of those used in Vietnam had light machine guns and/or rocket packs. The Army procured a total of 1014:

60-3550/3619	(70)	c/n	196/265
61-686/803	(118)		266/383
62-1872/2105	(234)		392/625
62-4566/4605	(40)		626/665
62-4606/4613*	(8)		384/391
62-12515/12549	(35)		666/700
62-12550/12555	(6)		708/713
63-8500/8658	(159)		722/880
63-8659/8738	(80)		884/963
63-12903/12952	(50)		964/1013
63-12953/12955**	(3)		881/883
63-13086/13089***	(4)		1014/1017
63-13586/13593*	(8)		1018/1025
64-13902/14100	(199)		1026/1224
64-14192/14201	(10)		cancelled

* To RAAF as A2-354/391 and A2-018/025.
** To RAN as N9-881/883.
*** To Norway; became s/n 086/089.

A few UH-1B-BF were temporarily used by the USN (including 62-12522).

NUH-1B-BF Single aircraft (64-18261, c/n 2048), obtained for test purposes.

UH-1C-BF (Ex HU-1C-BF) As late production UH-1B-BF but modified rotor and increased fuel capacity. 767 were delivered to the Army:

64-14101/14191	(91)	c/n	1225/1315
64-17621/17623*	(3)		3101/3103
65-9416/9564	(149)		1316/1464
65-12738/12744	(7)		1465/1471
65-12759/12764	(6)		3105/3110
65-12772	*		1472
65-12846	*		3104
65-12853/12856**	(4)		3111/3114
66-491/745	(255)		1473/1727
66-14420	**		(1)
66-15000/15245	(246)		1728/1973
66-15358	(1)		3115
66-15360/15361	(2)		3116/3117

* To RAN as N9-101/103, -472, -104.
** To Norway; became s/n 853/856, 420.

YUH-1D-BF (Model 205; ex YHU-1D-BF) 1100 shp T53-L-11 and enlarged cabin for 12 troops or six stretchers; seven built (60-6028/6034, c/n 701/707). Became UH-1D-BF.

UH-1D-BF (Ex HU-1D-BF) Production model; total of 2008 delivered to the Army:

62-2106/2113	(8)	c/n	4001/4008
62-12351/12372	(22)		4009/4030
63-8739/8859	(121)		4031/4151
63-12956/13002	(47)		4152/4198
64-13492/13901	(410)		4199/4608
65-9565/10135	(571)		4609/5179
65-12773/12776	(4)		5180/5183
65-12847/12852	(6)		5184/5189
65-12857/12895	(39)		5190/5228
66-7465/1210	(465)		5229/5693
66-8574/8577	(4)		9339/9342
66-16000/16306	(307)		9694/6000
70-4507/4510	(4)		(for MAP)

Many were eventually brought up to UH-1H-BF standards.

CUH-1D Interim designation of the CUH-1H, which see.

HH-1D-BF Rescue conversion of the UH-1D-BF.

UH-1E (Ex HU-1E) USMC version of the UH-1B-BF, with a 1100 shp T53-L-11, increased fuel capacity and equipment changes; retrofitted with broad-chord rotor blades. 192 were delivered:

Bul 51266/151299	(34)	c/n	6001/6034
151840/151887	(48)		6035/6082
152416/152439	(24)		6083/6106
153740/153767	(28)		6107/6134
154950/154980	(31)		6135/6165
154943/154969	(27)		6166/6192
155377/155367	(31)		6193/6223/canx

TH-1E Crew training version of the UH-1E; 20 were built (Bul 94730/154749).

UH-1F-BF (Ex XH-48A-BF) USAF version of the UH-1B-BF, powered by a 1100 shp T58-GE-3; seats for pilot and ten passengers. 120 were delivered, the first unit to re-equip being the 448th Training Squadron:

63-13141/13165	(25)	c/n	7001/7025
64-15476/15501	(26)		7026/7051
65-7911/7965	(55)		7052/7106
66-1211/1224	(14)		7107/7120

TH-1F-BF USAF instrument/rescue training version of the UH-1F-BF; 26 were ordered as such (66-1225/1250, c/n 7301/7326).

AH-1G-BF (Model 209 HueyCobra) Specialised fire support model, with redesigned fuselage; gunner and pilot (aft) in tandem; chin turret with two 7.62 mm Miniguns or a 40 mm grenade launcher, or one of each; some machines mounted two grenade launchers. The stub wings had four stores pylons. Two prototypes were built, with retractable u/c skids and smaller stub wings, but production machines had fixed skids. Power was provided by a 1250 shp T53-L-13. The Army procured a total of 1119:

64-7015	(1)	c/n	2600
64-7016	(1)		2001
66-15246/15357	(112)		2002/20113
67-15450/15869	(420)		20114/20533
68-15000/15213	(214)		20534/20747
68-17020/17113	(94)		20748/20841
69-16410/16447	(38)		20842/20879
70-15936/16105	(170)		20880/21049
71-20983/21052	(70)		

Numbers of AH-1G-BF were transferred to the USMC, the BuNos 157204/157241 being allocated to the first 38 machines but not used (although 67-15850 did become Bul 57204, at least on paper). The USMC operated the following AH-1G-BF: 67-15850, 68-15037/15039, 15045/15046, 15072/15073, 15079/15080, 15085, 15104/15105, 15112/15113, 15134, 15140, 15165, 15170, 15190, 15194, 15198, 15213, 68-17023, 17027, 17041, 17045, 17049, 17062, 17066, 17070, 17082, 17086, 17090, 17101, 17105, 17108. Other Army machines were converted to AH-1Q-BF and AH-1S-BF.

JAH-1G-BF AH-1G-BF 71-20985 used for temporary testing.

TH-1G-BF A number of AH-1G-BF relegated to training.

UH-1H-BF As UH-1D-BF but powered by the 1400 shp T53-L-13; also selected by the Canadian Armed Forces.

Total of 5435 built:		
66-16307/17144	(838)	c/n 8501/ 9338
67-17145/17859	(715)	9343/10057
67-18411/18413	(3)	10058/10060
67-18558/18577	(20)	10061/10080
67-19475/19537	(63)	10081/10143
68-15214/15778	(565)	10144/10708
68-15779/15794	(16)	17001/17016
68-16050/16628	(579)	10709/11287
69-15000/15959	(960)	11288/12247
69-16650/16670	(21)	12248/12278
69-16671/16679	(9)	17017/17025
69-16692/16732	(41)	12269/12309
70-15700/15874	(175)	12310/12484
70-15913/15932	(20)	12485/12504
70-16200/16518	(319)	12505/12823
71-20000/20339	(340)	12824/13163
72-21465/21647	(183)	13164/13346
73-21661/21860	(200)	13349/13548
73-22066/22135 *	(70)	13549/13618
74-22295/22544	(250)	13619/13868
76-22651/22690	(40)	13869/13908
* 73-22068/22071 transferred to Spain.		
CUH-1H	(Ex CUH-1D) Version of the UH-1H-BF for the Canadian Armed Forces; initial batch of ten ordered in 1967 for use by No 403 Helicopter Operational Training Squadron. Redesignated in CAF system as CH-118.	
HH-1H-BF	Base rescue version of the UH-1H-BF; 30 delivered to the USAF (70-2457/2486, c/n 17101/17130).	
EH-1H-BF	At least one UH-1H-BF converted for electronic warfare within Project Quick Fix.	
AH-1J	(SeaCobra) USMC version of the AH-1G-BF, with a 1250 shp UAC T400-CP-400 TwinPac, 20 mm three-barrel cannon in undernose turret, four stores pylons on stub wings and different avionics. 49 were ordered in March 1968 (Bu15775/157805, c/n 26001/26049), followed by 20 in 1973 (Bu 159210/159229) and 15 in 1977 (Bu160105/160119). The Iranian Army ordered 202 machines (serialised 3-4401 et seq).	
HH-1K	USN rescue model; as UH-1E but 1100 shp T53-L-13, different avionics and rescue equipment. 27 were built (Bu157177/157203, c/n 6301/6327).	
TH-1L	Advanced training version of the UH-1E, with the 1100 shp T53-L-13; 90 were ordered: Bu157806/157850 (45) c/n 6401/ 6445 157859/157903 (45) 6446/ 6490	
UH-1L	Utility version of the TH-1L; eight delivered to the USN (Bu157851/157858, c/n 6210/6217).	
UH-1M-BF	Night attack conversion of the UH-1G-BF, used by the Army in Vietnam; had Hughes INFANT (Iroquois Night Fighter And Night Tracker) gun support system. A small number of UH-1G-BF were converted.	
UH-1N-BF	Model 212, version of the UH-1H-BF powered by a 1250 shp UAC T400-CP-400 TwinPac (two coupled PT67-3 turboshafts); seats for up to 14 passengers and detail changes. The USAF received 79: 68-10772/10776 (5) c/n 31001/31005 69- 6600/ 6670 (71) 31006/31076 69- 7536/ 7538 (3) 31077/31079 The USN and USMC took delivery of 204: Bu158230/158259 (30) 31401/31430 158260/158291 (32) 31601/31632 158438/158452 (15) cancelled 158484/158550 (3) 31633/31635 158555 (1) 31640 158558/158562 (5) 31643/31647 158762/158785 (24) 159186/159209 (24) 159680/159703 (24) 159774/159777 (4) 160165/160179 (15) 160438/160461 (24) 160619/160624 (6) 160827/160838 (12)	
VH-1N	Staff transport version of the UH-1N, used by the USMC. Bu158277/158278 were converted to this standard, and six were built as such (Bu158551/	
	158554 c/n 31636/31639, Bu158556/158557 c/n 31641/31642).	
CUH-1N	Canadian Armed Forces version of the UH-1N; entered service with the CAF designation CH-135. Fifty were delivered (serials 135101/135150).	
UH-1P-BF	A number of UH-1P-BF converted for classified psychological warfare in Vietnam.	
AH-1Q-BF	Anti-tank conversion of the AH-1G-BF, with Hughes TOW missile pods on the outboard wing pylons and Sperry-Univac helmet sight subsystem. Eight conversions were completed early in 1973 and a total of 92 machines were eventually modified as AH-1Q-BF, before additional contracts were transferred to the more advanced AH-1S-BF.	
AH-1R-BF	AH-1G-BF conversion with the 1825 shp T53-L-703 but without TOW installation.	
AH-1S-BF	Advanced anti-tank conversion of the AH-1G-BF, with the 1825 shp T53-L-703, improved fire control, modified electronics, revised cockpit layout, flat-plate canopy and TOW missile launchers on the outboard wing pylons. Initial contracts were placed for 148 conversions, although up to 400 may be completed. The AH-1S was also put into production, first batches being 76-22570/22610, 76-22692/22696 and 77-22732/22768, totalling 83 aircraft; there is a requirement for 305 production machines.	
AH-1T	(SeaCobra) Improved version of the AH-1J, for USMC use; 1970 shp T400-CP-402, additional fuel tankage, lengthened fuselage and tailboom and Model 214 rotor system. Initial contracts were placed for 45 (Bu160742/160748, 160797/160826, 161015/161022); the prototype was AH-1J Bu 159228, delivered as AH-1T in late 1976.	
	Bell also built the Model 204B and 205A-1 for the civil market, with c/ns in the 2000 and 30000 block respectively; licence production was undertaken in Taiwan (UH-1H, for the Nationalist Chinese AF), in Italy by Agusta-Bell (AB.204B and AB.205A-1, c/ns in 3000 and 4500 blocks) and in Japan by Fuji-Bell (204B with c/ns CH.1 et seq). There are several civil developments of the basic design, such as the Model 212 Twin Two-Twelve, which is the equivalent of the UH-1N and has optional IFR capability, and the Model 214 with the 2950 shp Lycoming LTC4B-BD (214A, 287 of which went to the Iranian AF) or 2930 shp T55-0B (214B 15-seat commercial model). Both the 212 and the 214B are built under licence by Agusta-Bell. US c/n allocations are 30500 for the 212, 28000 for the 214B (214A prototypes had c/ns 27001/27003). See also H-40, HU-1.	
H-2 KAMAN		
	Model K.20 general-purpose helicopter.	
YUH-2A	(Ex YHU2K-1) Four prototypes (Bu147202/147205), powered by an 875 shp T58-GE-6; crew of two and seats for 12 or two stretchers and four sitting casualties. Became UH-2A (HU2K-1).	
UH-2A	(Ex HU2K-1) 1250 shp T58-GE-8 and equipment changes. 84 were built (Bu147927/147983, 149013/149036, 149739/149786); at least two were transferred to the Army (Bu147978, 149785).	
UH-2B	(Ex HU2K-1U) As HU-2A but lacking IFR equipment (this was eventually fitted, but no change was made to the designation). 102 were built (Bu 150139/150186, 151300/151335, 152189/152206).	
UH-2C	Twin-engined model, with two 1250 shp T58-GE-8B giving a combined output of 1685 shp due to the torque limitations of the rotor. UH-2A Bu147981 served as the prototype conversion, followed by 40 similarly-converted UH-2A and UH-2B (including Bu149761, 149770, 149780, 151332).	
HH-2C	Six UH-2A converted to gunships, with a chin turret housing a 7.62 mm Minigun, two waist-mounted 7.62 mm guns, self-sealing fuel tanks, crew armour and a 200-ft hoist cable. They were operated by HC-7 in Vietnam, replacing locally-modified UH-2A, and were eventually converted to SH-2P.	

AH-1	<u>G</u>	Army
	<u>J</u>	Marine Corps
CH-3	<u>C</u> and <u>E</u>	Air Force
CH-21	<u>C</u>	Army
CH-37	<u>B</u>	Army
	<u>C</u>	Marine Corps
CH-46	<u>A</u> and <u>D</u>	Marine Corps
CH-47	<u>A</u> , <u>B</u> and <u>C</u>	Army
	<u>A/ACH-47 A</u>	Army
CH-53	<u>A</u>	Navy
	<u>D</u>	Marine Corps
CH-54	<u>A</u>	Army
H-19	<u>B</u> and <u>D</u>	Air Force
H-34	CH-34 <u>A</u> and <u>C</u>	Army
	LH-34 <u>D</u>	Navy
	SH-34 <u>G</u> and <u>J</u>	Navy
	UH-34 <u>D</u> and <u>E</u>	Marine Corps
	VH-34	Marine Corps
HH-2	<u>C</u> and <u>D</u>	Army
HH-3	<u>E</u>	Air Force
HH-43	<u>A</u> , <u>B</u> and <u>E</u>	Air Force
HH-53	<u>B</u> and <u>C</u>	Air Force
OH-6	<u>A</u>	Army
OH-13	<u>G</u> and <u>S</u>	Army
OH-23	<u>G</u>	Army
OH-58	<u>A</u>	Army
SH-2	<u>D</u>	Navy
SH-3	<u>A</u> and <u>D</u>	Navy
UH-1	<u>A</u>	Army
	<u>B</u>	Army, Navy, Marine Corps
	<u>C</u>	Army, Navy
	<u>D</u>	Army, Navy, Marine Corps
	<u>E</u>	Marine Corps
	<u>E</u>	Air Force, Marine Corps
	<u>H</u>	Army, Marine Corps
	<u>K</u> and <u>L</u>	Navy
	<u>M</u>	Army
	<u>N</u> and <u>P</u>	Air Force
	NUH-1 <u>B</u>	Army
	UH-2	<u>A</u> , <u>B</u> and <u>C</u> Navy
UH-25	<u>C</u>	???
UH-46	<u>A</u> and <u>D</u>	Air Force???
		Navy