

INSTRUCTIONS FOR ASSEMBLING THE
SIKORSKY HH-3E

505

“Jolly Green Giant”



IMPORTANT - READ THIS FIRST!

Before assembling model, study sketch carefully.

Important—Apply cement to inside surfaces only. Avoid getting cement on outer surfaces of model sections. Use cement very sparingly and avoid getting cement on hands, so as not to mar or smear plastic surfaces.

Do not hurry. Work carefully and patiently. Important Note: Before proceeding to cement parts together, it is advisable to fit parts together dry (without cement) so that you may familiarize yourself with the parts and how they go together, also noting the points where cement is to be applied.

For best results assemble model exactly in the order indicated.

This kit is molded of styrene plastic—Use only Aurora's Fireproof Styrene Cement and Aurora's Speed-Dry Enamel. Assure yourself of a perfect model every time!

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AURORA PLASTICS CORP.
 West Hempstead, L. I., N. Y.

THIS KIT IS MOLDED OF STYRENE PLASTIC

Use Only . . .

AURORA'S
 FIREPROOF
 STYRENE PLASTIC
 CEMENT

TUBE 10c
 BOTTLE WITH BRUSH 25c

“THE ENAMEL WITH THE SPRAYED ON LOOK”

- ONE COAT COVERS
- NO BRUSH MARKS
- DRIES IN 30 MINUTES



98¢ per set

SPEED-DRY ENAMELS are AURORA'S REVOLUTIONARY NEW ENAMEL PAINTS developed after years of research especially for Plastic Models and other products of Wood, Metal, Glass or China.

LITHO. IN U. S. A.

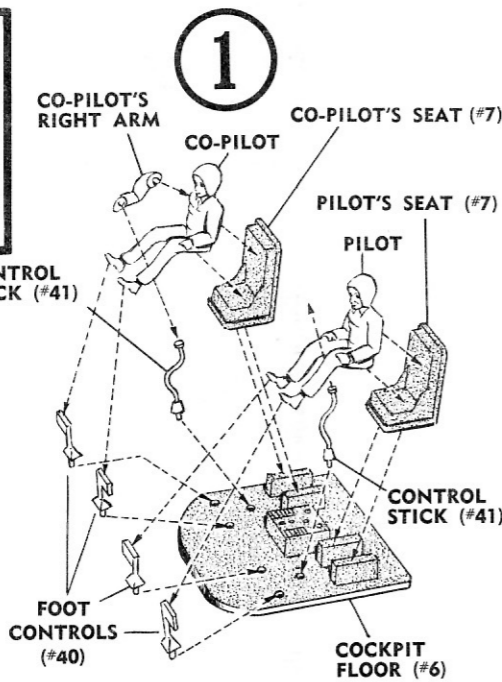
MADE IN U. S. A.

SIKORSKY HH-3E "Jolly Green Giant"

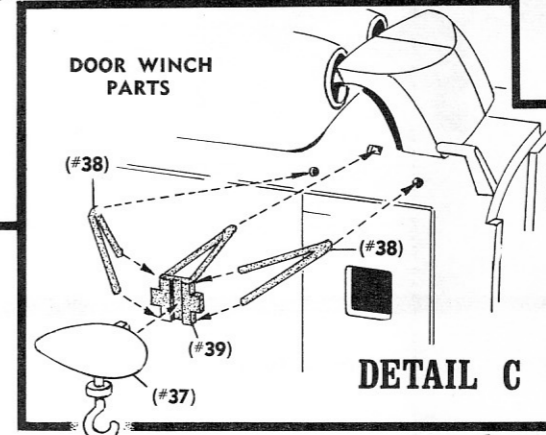
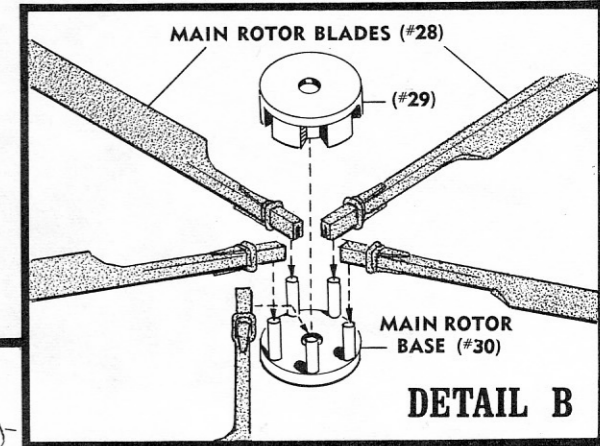
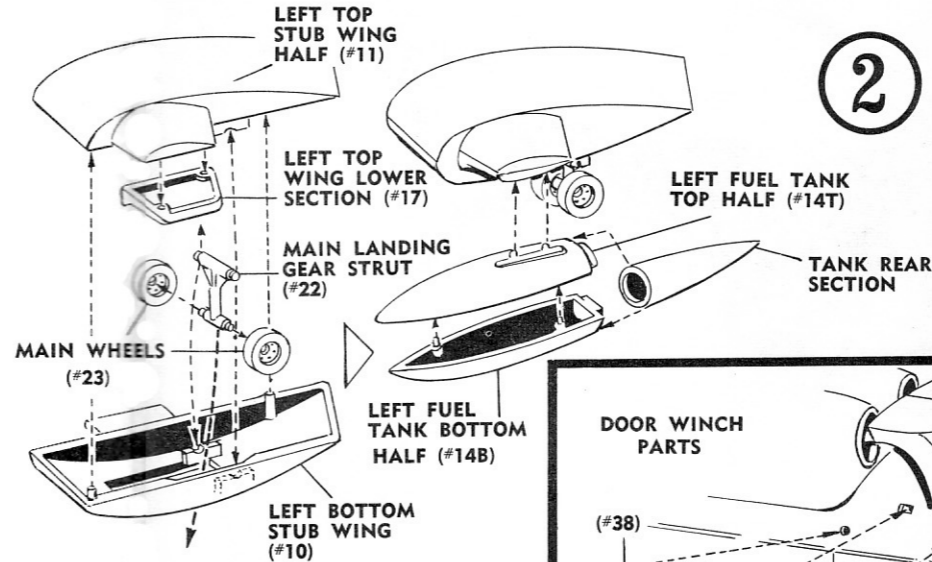
FOR SUGGESTED DETAIL PAINTING SCHEME-SEE ILLUSTRATIONS. Paint parts as indicated and allow to dry before assembling.

For best results, use only AURORA'S SPEED-DRY ENAMEL - ONE COAT COVERS - DRIES IN 30 MINUTES - NO BRUSH MARKS.

1. Cement PILOT'S SEAT (#7) and CO-PILOT'S SEAT (#7) in position on raised ribs on COCKPIT FLOOR (#6).
2. Cement CONTROL STICKS (#41) into small holes in FLOOR at front of SEATS.
3. Cement FOOT CONTROLS (#40) as shown in Fig. 1.
4. Cement PILOT to SEAT and PILOT'S feet to FOOT CONTROLS.
5. Cement CO-PILOT'S RIGHT ARM to CO-PILOT, then cement CO-PILOT to SEAT and feet to FOOT CONTROLS.



6. Cement MAIN WHEELS (#23) to MAIN LANDING GEAR STRUT (#22).
7. Cement LEFT TOP WING LOWER SECTION (#17) to underside of LEFT TOP STUB WING HALF (#11).
8. Place MAIN LANDING GEAR STRUT CROSS AXLE into GROOVES on inside of LEFT BOTTOM STUB WING HALF (#10), then cement TOP and BOTTOM STUB WING HALVES together. DO NOT CEMENT CROSS AXLE to WING.
9. Cement LEFT FUEL TANK TOP HALF (#14T) to LEFT FUEL TANK BOTTOM HALF (#14B) together, then cement TANK REAR SECTION to FUEL TANK.
10. Cement LEFT FUEL TANK to LEFT STUB WING ASSEMBLY.
11. Repeat the same procedure for RIGHT STUB WING, WHEELS and RIGHT FUEL TANK.



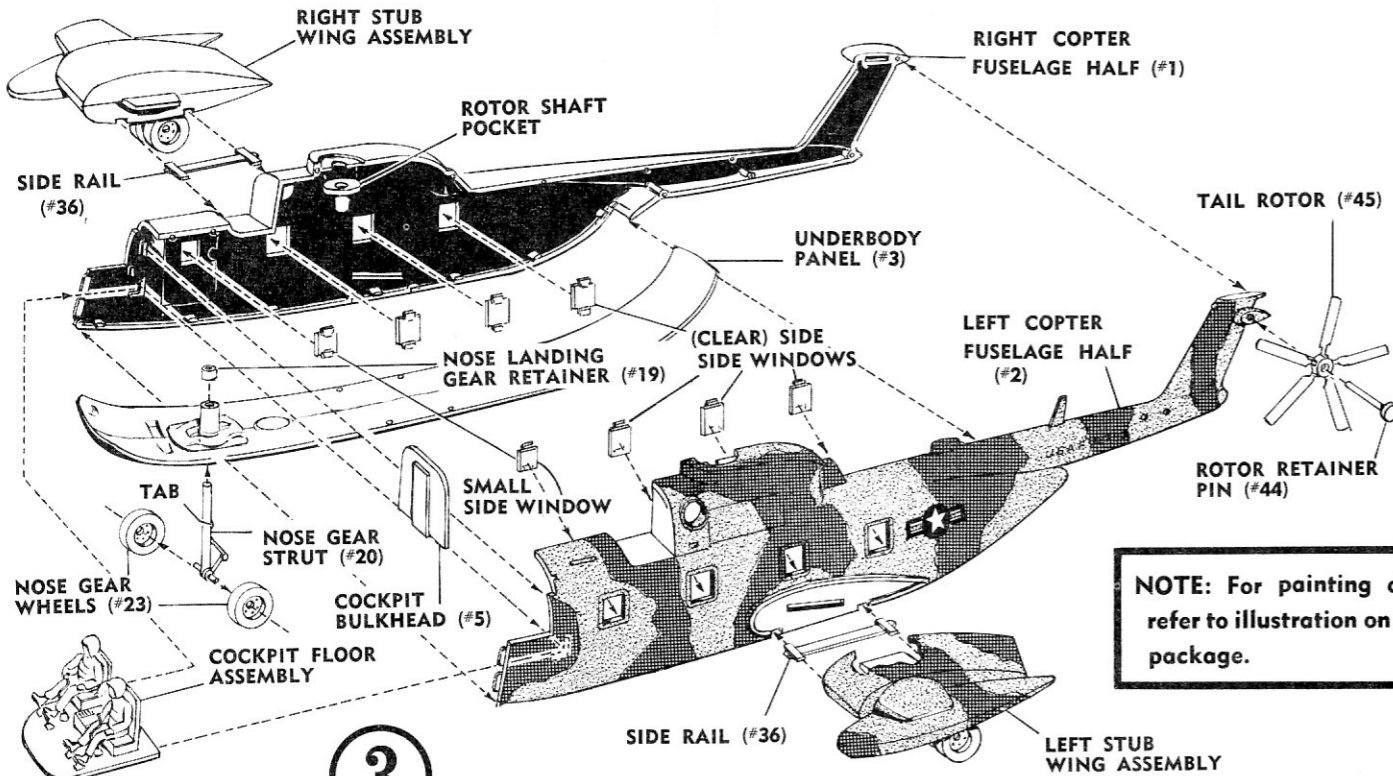
32. Apply a tiny drop of cement to the top of each of 5 pins on MAIN ROTOR BASE (#30), then press hole on INNER END of each MAIN ROTOR BLADE (#28) down over pins. Finally, cement (#29) down over ends of BLADES. Allow this assembly to dry. See DETAIL B.

33. See DETAIL C. Cement DOOR WINCH parts to RIGHT SIDE of FUSELAGE as follows: Cement part (#39) to hole in FUSELAGE and parts (#38) to (#39) and to holes in FUSELAGE. Allow to dry, then cement part (#37) to (#39).

34. Cement MAIN ROTOR SHAFT into hole in MAIN ROTOR TOP (#32), then pass ROTOR SHAFT down through hole in (#29) and apply a tiny drop of cement to bottom end of ROTOR SHAFT, then press SHAFT down into ROTOR SHAFT POCKET on top of FUSELAGE. (ROTOR must rotate freely.)

35. Paint darker areas on FUSELAGE an olive green. Refer to photo on back of Instruction Sheet and to Box Wrap for color areas. Allow to dry.

36. Cut out sections of DECALS and apply to FUSELAGE. Read directions on back of DECALS before applying.

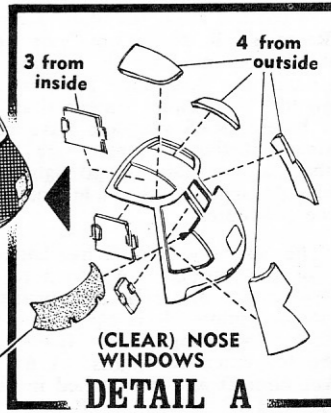
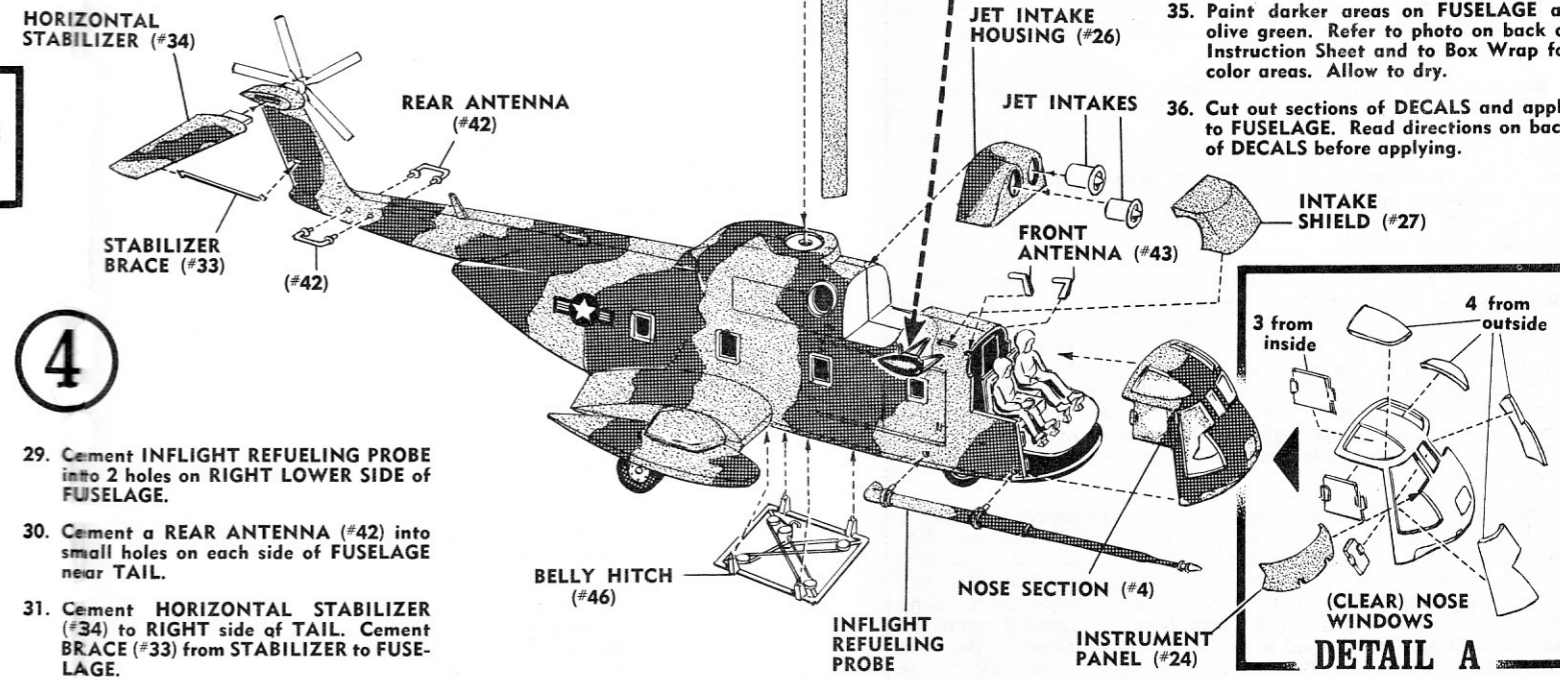


NOTE: For painting details refer to illustration on top of package.

12. Cement NOSE GEAR WHEELS (#23) to NOSE GEAR STRUT (#20).
13. Pass NOSE GEAR STRUT up through sleeve at front of UNDERBODY PANEL (#3).
14. Cement NOSE LANDING GEAR RETAINER (#19) over NOSE GEAR STRUT flush with top of STRUT. Do not allow STRUT to adhere to sleeve on PANEL.
15. Cement 3 (Clear) SIDE WINDOWS and 1 (Clear) smaller SIDE WINDOW to inside of LEFT COPTER FUSELAGE HALF (#2) and to inside of RIGHT COPTER FUSELAGE HALF (#1).
16. Match hole in ROTOR SHAFT POCKET with hole half in top of RIGHT FUSELAGE HALF and cement into position.
17. Cement COCKPIT BULKHEAD (#5) at front of vertical ribs on inside of RIGHT FUSELAGE HALF.
18. Cement COCKPIT FLOOR ASSEMBLY in position on rib on inside of RIGHT FUSELAGE HALF and under BULKHEAD.

19. Cement FUSELAGE HALVES together and UNDERBODY to Bottom of FUSELAGE.
20. Cement SIDE RAILS (#36) to LEFT and RIGHT SIDE OF FUSELAGE.
21. Cement LEFT and RIGHT STUB WING ASSEMBLIES to LEFT and RIGHT SIDE of FUSELAGE.
22. Pass ROTOR RETAINER PIN (#44) through hole in TAIL ROTOR (#45) and cement tip end into hole in FUSELAGE TAIL.

23. See DETAIL A. Cement (Clear) Windows to NOSE SECTION (#4) as shown in drawing, 3 WINDOWS to inside and 4 to outside.
24. Cement INSTRUMENT PANEL (#24) to inside of NOSE SECTION, then cement NOSE SECTION to front of FUSELAGE.
25. Cement FRONT ANTENNA (#43) into notches just above NOSE SECTION.
26. Cement JET INTAKE HOUSING (#26) to top of FUSELAGE and 2 JET INTAKES into openings in front of HOUSING.
27. Cement INTAKE SHIELD (#27) into slots on top of FUSELAGE.
28. Cement BELLY HITCH (#46) into 4 small holes on underside of FUSELAGE.



29. Cement INFLIGHT REFUELING PROBE into 2 holes on RIGHT LOWER SIDE of FUSELAGE.
30. Cement a REAR ANTENNA (#42) into small holes on each side of FUSELAGE near TAIL.
31. Cement HORIZONTAL STABILIZER (#34) to RIGHT side of TAIL. Cement BRACE (#33) from STABILIZER to FUSELAGE.



"SIKORSKY HH - 3E — JOLLY GREEN GIANT"

Just before dawn of a cloudy morning in South Vietnam this alarm was heard. "An F-105 pilot is down in enemy territory. Bring him back." Within minutes two twin-turbine Sikorsky HH-3E helicopters of the United States Air Force's Aerospace Rescue and Recovery Service were whirling their way into North Vietnam, climbing high through the clouds to hurdle a mountain range that lay across the shortest route to their destination. Availing themselves of maximum speed of 165 M.P.H. the two choppers reached the area in little time and dropped from their cruising level of 6,000 feet to a hover just above the 60 foot high jungle growth. The crews sighted the downed pilots' parachute and the rescue hoist, designed for forest penetration went down through the vegetation and in a few minutes came up with one happy pilot. The Viet Cong, converging on the scene, were only minutes away.

This mission was carried out in 50 minutes. The result of this speedy recovery: another life saved by a service dedicated to rescuing American fighting men.

Because of the unique characteristics of the conflict in Vietnam our nations' rescue and recovery capability has become extremely important. The United States Air Force's Aerospace Rescue and Recovery Service (ARRS), is the branch of the Armed Forces dedicated to the development of this critical area of modern warfare. One of the most significant advances in rescue and recovery has been the recent success of air-to-air refueling of a helicopter from a fixed-wing tanker aircraft.

In combat areas, a critical factor in rescue and recovery is what ARRS men call "access time", or the time needed to reach a downed pilot. To the man on the ground in enemy territory, access time can mean the difference between recovery and capture, often between life and death. Rather than have rescue copters on stand-by at a base, ARRS planners have realized that access time can be shortened if the helicopters are loitering on the periphery of the combat zone and able to go right in when a man needs them. This increased capability is made possible by air-to-air refueling of the rescue helicopters.

The Sikorsky HH-3E has been designed, developed and put in use for this purpose. Assigned to the Aerospace Rescue and Recovery Service, the HH - 3E's prime combat mission is the recovery of downed pilots. It is equipped with two external jettisonable fuel tanks for long range flight. It also features a telescopic air-refueling probe for extended flights. A 65 foot hose is extended from the tanker aircraft and is attached in air to the probe-fitted to the nose of the HH-3E helicopter. Because of this advance, the ARRS has realized the rescue capability it desired in a helicopter able to stay

aloft for lengthy periods of time and be only a few minutes away from a downed airman.

For its mission the HH-3E is both armor plated and armed for protection from hostile forces while in the combat area. Rapid loading and unloading of the copter is provided by a rear ramp and cargo door. A water-tight boat hull and large sponsons on either side provide amphibious capability. A newly designed hoist to penetrate the heavy forest and jungle areas has also been added to the HH-3E. Because of its effective use in the Vietnam conflict, the HH-3E has won the respect of all military services and has been nicknamed by the fighting men in Vietnam the "JOLLY GREEN GIANT".

Specifications of Sikorsky HH-3E

Type — twin-engine amphibious transport helicopter.

Engines — (2) 1,500 s h p General Electric T58-GE-5 shaft-turbine engines, mounted side-by-side above cabin.

Rotor System — 5 blade fully articulated main rotor of all metal construction. Conventional tail rotor with 5 aluminum blades.

Landing Gear — hydraulically retractable tricycle type, with twin wheels on each unit. Main wheels retract forward into sponsons, each of which provides 4,797 lbs. of buoyancy and, with boat hull, permits amphibious operation.

Accommodation — crew of 2 side-by-side on flight deck with dual controls. Provision for flight engineer or attendant. Normal accommodation for 25 fully equipped troops. Alternative arrangements for 30 troops, 15 stretchers, or 5,000 lb. of cargo.

Dimensions — diameter of main rotor — 62' 0"
 diameter of tail rotor — 10' 4"
 length — overall — 73' 0"
 length — fuselage — 57' 3"
 width — fuselage — 20' 6"
 height — 16' 1"

Weight — empty — 14,426 lbs.
 normal gross weight — 19,500 lbs.
 useful load — 5,074 lbs.

Performance — maximum speed — 165 mph
 cruising speed — 154 mph
 maximum rate of climb — 1,660 ft. /min.
 service ceiling — 12,200 ft.
 range with 2 tip tanks — 748 miles