

Sikorsky

@YourService

A WCS Publication for Military Operators

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Staff Sgt. Shane A. Cuomo, USAF



Supporting Our Troops



For the past several months, "Support Our Troops" has been in the heart and on the mind of every American. Here at Sikorsky, it also is in our every day work objective.

Worldwide Customer Service means just that: we are here for all of our customers, all over the world, all the time. During Operation Enduring Freedom, Sikorsky field and service representatives were there with the U.S. military troops – Army, Navy, Air Force and Marines – making sure

the aircraft they needed were mission ready. We are proud to have been part of a successful campaign for freedom and, as our country's quest for peace continues, Sikorsky remains dedicated to supporting the tools of the military trade.

We are pleased that the U.S. government has put its trust in our service and support organization by awarding numerous military contracts to Sikorsky. A quick glance through this issue of Sikorsky At Your Service will show that nearly every military branch is partnered with Sikorsky for support and service operations.

The "Springboard" contract with the U.S. Army is an important partnership that will increase UH-60 BLACK HAWK parts availability by using commercially successful inventory control methods. We are extremely pleased that the Army is looking to Sikorsky to play a vital role in increasing aircraft readiness with on-demand parts and services.

Similarly, the U.S. Navy H-53 SUPER STALLION and Marine H-53 PAVE LOW heavy-lift helicopters will be supported by a teaming agreement between Sikorsky and the Naval Air Depot at Cherry Point for parts, logistical and engineering services support. An additional contract with the Naval Inventory Control Point will provide performance-based logistics support for the SH-60 SEAHAWK aircraft.

We are extremely pleased with the confidence the U.S. military has shown in Sikorsky's support and service capabilities. Our integrated, commercial-based approach to inventory control, parts support and service support will help our customers optimize maintenance efficiencies while controlling and reducing costs.

Our goal at Sikorsky is to exceed your expectations. Let us know if we've achieved that goal.

David Adler
Senior Vice President, Worldwide Customer Service
and President, Helicopter Support Inc.



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Sikorsky, CCAD Partnership Strengthens Army's Maintenance Services

The partnership between Sikorsky Aircraft and the Corpus Christi Army Depot (CCAD) is now as strong and efficient as the U.S. Army's helicopter fleet.

A new \$275 million contract between the two world-class maintenance providers strengthens technical, engineering, and logistical support services for U.S. military fleet of BLACK HAWK, PAVE HAWK and SEAHAWK helicopters.

Under the five-year agreement, the Sikorsky/CCAD team will provide service support for U.S. Army and Department of Defense aircraft in the areas of crash damage repair kits, inventory management, line support and more. As the Army's only depot-level maintenance facility, CCAD specializes in overhauling and repairing aircraft in the fleet.

Building on the Foundation

Sikorsky and CCAD signed a Memorandum of Agreement (MOA) in 2000 that laid the framework for the new contract. Under the MOA, Sikorsky explored partnering agreements with CCAD and allowed the company to provide a limited number of services to improve fleet readiness.

Springboard Contract Launches Initiative for UH-60 Fleet Support

Sikorsky Aircraft Corp. has signed a five-year, \$311 million contract with the U.S. Army to provide new spare parts for the entire U.S. Army fleet of UH-60 BLACK HAWK helicopters.

Dubbed the UH-60 "Springboard" contract, the program calls for Sikorsky to supply sole-source parts, significantly improving component turnaround time for more than 2,000 UH-60A and UH-60L model aircraft.

Encompassing main rotor blades, tail blades, tip caps, gearboxes, spindles, sheaths, doors, and numerous fittings and fairings, the Indefinite Delivery/Indefinite Quantity (IDIQ) contract provides a five-year anticipated parts requirement that will allow both Sikorsky and the Army to control inventory and component availability more effectively. Reducing delivery time on these critical parts is designed to increase the amount of time that H-60 aircraft are available to fly the Army's many missions.

Building on two years of cooperation with CCAD, Sikorsky will now begin to forecast, purchase, and ship airframe and component parts to a CCAD warehouse, where they will be kitted for direct use by CCAD personnel. Under this virtual prime vendor agreement, waiting time at CCAD for major structural components to arrive will be cut from 18 months to one day, reducing surplus inventory requirements.

The partnership between Sikorsky and CCAD will leverage the best of both public and commercial practices, combining the depot's rotary wing overhaul capability and technical expertise with Sikorsky's best practices in the fields of engineering and logistical support.

"This partnership fosters a continuation of cooperation among the U.S. Army's Aviation Mission Command, CCAD and Sikorsky that originated when the first UH-60A BLACK HAWK was delivered in 1978," said Sikorsky President Dean Borgman. "A long and productive public-private partnership could enhance support for additional aircraft modernization and recapitalization programs."



Together with the Sikorsky/CCAD agreement (*see story above*), the Springboard partnership will enhance helicopter fleet readiness by compressing component repair turnaround times.

The contract was developed over the course of 2002 by a joint product team including Sikorsky, AMCOM's Integrated Material Management Center and Acquisition Contracting departments, the Defense Contract Management Agency and the Defense Contract Audit Agency.

Springboard offers the potential to grow to \$758 million within the five-year period as more parts are added and funding made available.

Logistics Support Contract Signed with NAVICP



Sikorsky Aircraft and the Naval Inventory Control Point (NAVICP) have signed a \$113 million contract to provide performance-based logistics (PBL) support for U.S. Navy SEAHAWK helicopter dynamic components.

Under the PBL agreement, Sikorsky will provide a broad range of support for repairable items on the SEAHAWK H-60 helicopter through the third quarter of 2005. The program is designed to reduce the total life cycle cost and logistics pipeline for the SEAHAWK fleet, and gives Sikorsky oversight of material management, technical, engineering and logistical support services for 14 U.S. Navy, Coast Guard and foreign military SEAHAWK dynamic components.

Sikorsky has assumed comprehensive management responsibilities for major dynamic components found on SEAHAWK helicopters, including transmission gearboxes and driveshafts, pitch/roll/yaw servos, and main rotorhead system subcomponents. The contract requires Sikorsky to manage inventory levels for these components, streamline the change management process for the components under its control, and analyze customer patterns of usage.

Sikorsky PBL support personnel are stationed at certain Navy Intermediate Level repair facilities to provide on-site support and capture data on repair operations. This and other data will be integrated into a logistics pipeline analysis that Sikorsky will use to help reduce the Navy's overall costs of ownership.

Sikorsky, Naval Air Depot Pursue H-53 Support Partnership

Sikorsky and the Naval Air Depot, Cherry Point have entered into a teaming agreement to pursue a public-private partnership in support of H-53 SUPER STALLION and H-53 PAVE LOW repair work.

In this proposed arrangement, Sikorsky will provide all parts for the H-53 line at Cherry Point, in addition to offering logistical and engineering services support.

“We are exploring ways to increase the readiness and reliability of U.S. Government heavy lift aircraft,” said David Adler, WCS Senior Vice President. “We’re confident that this potential business arrangement will boost output while reducing operational support costs.”

More than 230 H-53 aircraft are in service with the U.S. Navy, the U.S. Marine Corps, the U.S. Air Force and the governments of Japan, Germany and Israel.

Right: The H-53 helicopter was designed for heavy cargo and equipment lift operations, troop transport and combat logistics support. It is the largest and most powerful helicopter in the U.S. military and the largest built outside of Russia.



New Comanche Production Facility Dedicated

Congressional dignitaries, U.S. Army representatives and dozens of Boeing-Sikorsky employees celebrated the start of the new RAH-66 Comanche production line April 25 at Boeing Rotorcraft Systems in Philadelphia, Penn.

Ms. Kelly Colvin, district director for Congressman Curt Weldon, R-7, Pennsylvania, a member of the Armed Services Committee, was the featured speaker. Ms. Colvin and Comanche Program Manager Col. Robert Birmingham cut the ceremonial ribbon to dedicate the facility.

"The opening of this facility is the culmination of a great effort led by Army and put in place by all the dedicated members of the Boeing-Sikorsky team," said Mike Blake, Sikorsky vice president and Comanche deputy program director.

Production & Assembly

The Boeing Aft Fuselage Assembly line is housed in the newly refurbished 20,000 square-foot Aft Assembly Facility, and supplied with parts and structures made in the adjacent composite shops and manufacturing centers.

Additional tools and fixtures will be added to the Assembly Facility this year to make it fully operational by early 2004.

Boeing also is responsible for Comanche's Mission Equipment Package, as well as manufacturing and assembling the composite tail section and rotor blades.

Major and final assembly will take place at Sikorsky's Bridgeport, Conn. facility, which is under development with the first major fixture load scheduled for August. Sikorsky will manufacture the main fuselage

and gearbox, integrate and final assemble the airframe, and install all Boeing-manufactured equipment and parts.

Delivery Commitments

The Boeing-Sikorsky team is under contract to build and deliver nine new Comanche aircraft to the U.S. Army under the Engineering, Manufacturing and Development phase of the program.

Boeing began parts production of the first aft section in early 2003 and loaded the first major fixture on the production line, the FANTAIL shroud, on April 21.

The Boeing-Sikorsky team had previously built two Comanche prototypes under the Demonstration and Validation phase of the program. The nine new Comanches are scheduled for 2005-2006 delivery.

In October 2002 the Department of Defense authorized a procurement objective of up to 650 Comanches at a rate not to exceed 60 aircraft per year.



"Today marks the start of a new and dynamic phase in the Comanche program, as we move forward toward production and delivery of this weapon system's incredible capabilities to the nation's warfighters."

— Chuck Allen, Boeing vice president and Comanche program director



Photos

Top: Speakers from Sikorsky, Boeing, the U.S. Army and local congressional offices spoke to the crowd gathered in the new Comanche production facility in Philadelphia, Pa.,

Center: Col. Robert Birmingham, Comanche program manager (right), wields the scissors for the ceremonial ribbon cutting, as Kelly Colvin (center) of Congressman Curt Weldon's staff, keeps a sharp eye on the event.

Below: Col. Birmingham signs the huge Comanche banner to commemorate the new facility.

New Office for Eastern Region Customers

A new regional office is open in Newport News, Va., to provide enhanced day-to-day support to its U.S. military customers in the Tidewater area.

In addition to supporting local U.S. Army, Navy, Air Force, Coast Guard and Joint Service commands, the office will be responsible for all business development opportunities. Specific projects include coordinating with the Aviation Applied Technology Directorate to align Sikorsky with government contract research and development investments; assisting in the development of the U.S. Army's emerging heavy-lift requirement, and coordinating with the U.S. Air Force Air Combat Command to develop the CSAR requirement and support currently fielded H-60 PAVE HAWK helicopters.

"We wanted to communicate to our military customers how much we value their business," said Rob Fiest, Manager of the Eastern Region Field Office. "Opening a local office adds another dimension of support."

During his 15-year tenure with Sikorsky, Fiest held positions as an Army marketing representative, Manager of Army Requirements, and most recently as the Deputy Marketing Director for the RAH-66 Comanche program. Fiest is a senior Army aviator and currently a member of the National Guard.

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S-92 Wins 2002 Collier Trophy



Sikorsky has been selected by the National Aeronautic Association (NAA) to receive its prestigious 2002 Robert J. Collier Trophy, honoring the all-new S-92 helicopter as "the greatest achievement in aeronautics or astronautics in America."

Sikorsky was chosen for designing, manufacturing, testing and introducing into service the S-92 helicopter, an aircraft that combines exceptional safety and performance features that dramatically raise the standards for helicopter missions.



The Collier Trophy is regarded worldwide as the most prestigious award in the aerospace industry. It is only the third time a new helicopter has earned the NAA's highest honor.

An award presentation was held in June in Washington, D.C.

SSSI to Support Fort Benning BLACK HAWKS

Sikorsky Support Services Inc. (SSSI), a subsidiary of Sikorsky Aircraft Corp., has been awarded a contract to provide maintenance support for aircraft based at Fort Benning.

SSSI logistics personnel will provide organizational, intermediate and limited depot level

maintenance for the seven UH-60 Directorate of Training (DOT) BLACK HAWK aircraft stationed at Fort Benning. The aircraft are primarily used to support Fort Benning Rangers, Infantry, Officers' Basic Courses, Officer Candidate School, and Training and Doctrine missions.

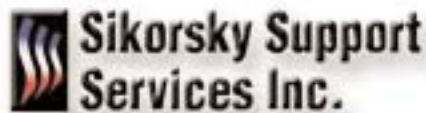
The SSSI team also will provide site management, aircraft mechanics and electricians, power plant and

power train mechanics, and avionics specialists.

"This relationship combines the finest maintenance support in the industry with the paramount utility helicopter in the world, the UH-60," said Bill Ochsner, General Manager—SSSI. "We are proud to support the U.S. Army at Fort

Benning, and we fully expect that this service contract will provide a launch platform for SSSI's enhanced depot-level support capabilities for our Army customers."

Baton Rouge-based Shaw Environmental and Infrastructure, Inc. awarded SSSI the one-year contract, with four additional one-year options, with a base value of \$4 million over five years.



SSSI-MSD Mayport Team “Sets the Standard”

by Randall B. Pond
Assistant Manager, Service Operations, Sikorsky Support Services, Inc.

Helicopters, like any other flying machine, require both scheduled and unscheduled maintenance (and some tender loving care) to keep them airworthy and flying safely. Often times, customers operating a fleet of aircraft find this difficult to accomplish due to manpower and spare parts shortages.

Up to the Challenge

Recently, Sikorsky Support Services, Inc. – Maintenance Services Division (SSSI-MSD) personnel, based in Mayport, Fla., were provided a real challenge.

The team, under contract to provide scheduled maintenance support to the Airwolves of Helicopter Anti-Submarine Squadron Light Forty (HSL-40), was assigned an SH-60B SEAHAWK aircraft that had not flown for more than 700 days and returning it to flight status.

During Aircraft 403’s down period, the list of parts cannibalized to keep other aircraft flying had become somewhat substantial and presented quite the task.

The 29-member SSSI-MSD team, lead by Steve O’Neal, site manager-MSD, expended more than 5,000 man-hours tracking and replacing the list of main components. Parts found and replaced included a main

transmission, main rotor hub, all four spindles and elastomeric bearings, both engines and an APU.

Additionally, all long-standing Depot Level repairs were cleared. Essentially, the aircraft was given a complete organizational level overhaul.

After a series of pre-flight safety checks, the customer began the functional check flight on Aircraft 403. The checks were accomplished with no reported problems.

Squadron Commanding Officer Mike Walley wanted to be the first crew member to put ‘403’ back in the air. The Skipper lifted 403 into a 15 minute hover and returned after getting a number two engine chip (fuzz). Once cleared, the crew then returned ‘403’ to the air and successfully completed all necessary checks.



HSL-40 Commanding Officer Mike Walley congratulates SSSI-MSD team members on a job well done.

Return to Service

Since that time, the squadron has flown Aircraft 403 in excess of 125 maintenance-free flight hours performing such training missions as search and rescue, RAST landing qualifications and vertical replenishment. Numerous HSL-40 student pilots have enjoyed the pleasure of completing qualifying flights in the refurbished aircraft.

According to O’Neal, “It was a long journey successfully completed due to the efforts of both the SSSI team and our U.S. Navy customer.

“The SSSI/HSL-40 Navy team is a perfect blend of industry and customer supporting the same cause in the aftermarket arena, which is what it takes in today’s quickened pace and ever-changing world,” O’Neal said.



A decorated cake commemorated the successful return to the skies of “Airwolf 403” after 700 days.

Proven mission capable...
over land and sea



The Sikorsky **BLACK HAWK** is the toughest, most dependable, combat-proven helicopter ever made – which is why it has been chosen to meet the U.S. Army's multi-mission requirements for the next 25 years.

BLACK HAWK – proven capability – new technology.



Sikorsky

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