

FEDERAL AVIATION AGENCY

1H3
Revision 2
KAMAN
K-240
(Military HTK-1)
February 16, 1960

HELICOPTER SPECIFICATION NO. 1H3

Manufacturer The Kaman Aircraft Corp.
 Bradley Field
 Windsor Locks, Connecticut

I - Model K-240 (Military HTK-1) Approved August 15, 1952

Engine	Lycoming O-435-K1
Fuel	91/96 min. octane aviation gasoline
Engine limits	Maximum rpm (for all operations) 3200 (250 hp)
Rotor limits	Maximum 260 Minimum 205
Airspeed limits	Never exceed 75 knots CAS
C.G. range	(101.0) to (106.0)
Empty weight C.G. range	None
Maximum weight	3000 lbs.
No. seats	2 (pilot, copilot) (58.5). Model HTK-1 incorporates attendant's seat at (79).
Maximum baggage	None
Fuel capacity	40 gals. (109)
Oil capacity	Engine oil 3 gals. (137), main transmission oil 1.5 gals. (107), nose transmission oil 0.1 gals.
Rotor blade movements	For rigging information refer to the Maintenance Manual
Serial Nos. eligible	1 and up manufactured prior to September 1, 1959. Approval expired as of that date.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 6, the following items of equipment must be installed: 101, 102, 103, 201(a), 202, 205(a), 206, 301, 302,
	303, 304, 401

Specifications Pertinent to All Models

Datum	109.0 in. forward of rotor drive shaft centerline
Leveling means	Leveling lugs located on the two diagonal members at the right hand side of the transmission section.

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Certification basis	Type Certificate No. 1H3 (Expired September 1, 1959) (CAR 6, March 1, 1950 and Amendment 6-1)
Production basis	None. Prior to original a FAA representative must perform a detailed inspection for workmanship, materials, and conformity with the approved technical data, and a check of the flight characteristics.
Export eligibility	Eligible for export to all countries subject to the provisions of MOP 2-4.
Equipment:	A plus (+) or minus (-) sign preceding the weight of an item, indicates net weight change when that item is installed.

Engine and Engine Accessories - Fuel and Oil System

101.	Starter - Eclipse 36E22-2	16 lbs.	(116.5)
102.	Three oil coolers, Harrison AP11AU06-3	18 lbs.	(151)
103.	Engine cooling fan and clutch, Kaman Dwg. K474200	44 lbs.	(157.5)

Landing Gear

201.	Two main wheel-brake assemblies, 5.00-5, Type III		
	(a) Goodyear Model L5HBM	11 lbs.	(129)
	Wheel Assembly No. 9520265		
	Brake Assembly No. 9520425		
202.	Two main wheel 6-ply rating tires, 5.00-5, Type III, with regular tubes	8 lbs.	(129)
205.	Two nose wheel assemblies, 10.00, Type I		
	(a) Goodyear Wheel Assembly No. 510646M	3 lbs.	(55)
206.	Two nose wheel 4-ply rating tires, 10.00, Type I, with regular tubes	4 lbs.	(55)

Electrical Equipment

301.	Battery, 24AH, AN3151-2	49 lbs.	(91)
302.	Generator, 50A, 30V, Eclipse-Pioneer 3OEO1-1-A	24 lbs.	(98)
303.	Inverter, 100VA, 115V, 3 phase, 400 cycle	6 lbs.	(65)
304.	Landing lights, AN3095-7	7 lbs.	(73)

Interior Equipment

401. CAA Approved Helicopter Flight Manual dated August 15, 1952

- NOTE 1. Current weight and balance report including list of equipment included in certificated weight empty, and loading instructions must be in each helicopter at the time of original certification and at all times thereafter. In the case of air carrier operators having an approved weight control system, the weight and balance report need not be in the helicopter. When changes are made to the helicopter which affect weight and balance, see instructions contained in Section IV of the Flight Manual.
- NOTE 2. The following placards must be displayed on the instrument panel in full view of the pilot.
- (a) "This helicopter must be operated in accordance with the operating limitations specified in the CAA approved Rotorcraft Flight Manual."
 - (b) "No acrobatic maneuvers approved."
 - (c) "Instrument flight prohibited."
 - (d) "Above 2000 feet, reduce Vne 3 knots per thousand feet."
- NOTE 3. Information essential to the proper maintenance of the helicopter including retirement times of critical parts is included in the manufacturer's maintenance manual provided with each helicopter.
- NOTE 4. Prior to civil certification of the Model HTK-1, the Civil Aeronautics Administration should be contacted for information regarding modifications to be accomplished.

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