

Due to heavy ice conditions in Kulusuk, personnel transfer via small boat was impossible from SOUTHWIND to MIRFAK which was approximately three miles away. Three helo basket hoists were performed to transfer an ET from SOUTHWIND to MIRFAK to assist with the repair of MIRFAK's radar.

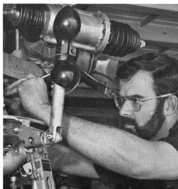
MAINTENANCE SUMMARY:

Aircraft maintenance was relatively heavy in comparison to previous deployments. Only significant maintenance performed worthy of note will be mentioned in this section.

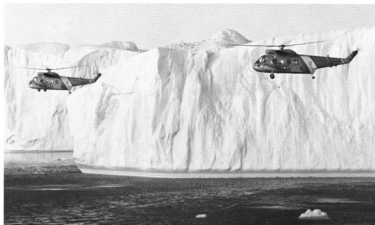
On 13 July 1973, fuel was discovered leaking from the bilge drains in the area under the forward fuel cell on CG-1419. The aircraft was defueled using a rubber hose attached to the male connector on the engine side of the airframe fuel filter. A visual inspection of the forward fuel cell revealed that fuel was leaking between at least one access cover assembly and its surrounding "O" ring. This allowed fuel to seep to the top of the fuel cell and then into the bilges. The situation was aggravated by the fact that the forward fuel cell was full and the ship had been rolling in excess of 15 degrees throughout the previous night. All access assembly "O" rings and gaskets

on the forward fuel cell were replaced and no further leaks were encountered. Additionally, the standard 1,200 pound fuel load was divided, with only 800 pounds placed in the forward tank.

During postflight inspection on 19 July 1973, a hydraulic leak was found at the lower end of the power piston on the directional (yaw) servo on CG-1419. The "O" rings required to repack the servo were not



AD1 Turley at work



Helos at the face of the Jacobhaven Glacier