

Hangar Happenings for January and February 2020



H-1N horizontal stab removed

Rotorheads

The year started off slowly and a little wetly but has quickly accelerated in March with the Corona Virus pandemic. It has been especially hectic with teachers, like me, having to digitize course materials in order to move to an online format. It has also slowed down work at the hangar and the HH



Repainted H-1N stab replaced



H-21 blade winch



H-21 blade swung around

output, however January and February saw things happening with the H-1, H-21, H-25, H-37, DL-125 and Helipod as well as in other areas.

On the **HH-1N Huey November**, the



Working on H-21 blade rack



Work on aft rack

horizontal stabilizer was removed, repainted and reinstalled. The Huey display also saw its information poster redone. Most of the major work was on the **H-21 Shawnee**, finishing the forward blade rack. It was necessary to rig an overhead winch so the blade could be disconnected, swung around to fold position, repined to the head blade grip and set into the rack. Work is now underway to finish the aft



H-21 forward blades folded

blade rack support. Work on the aft head blade also gave the opportunity to clean the horizontal and vertical stabilizer "tail feathers". The **Royal Canadian Navy H-25** saw its tail wheel tire serviced and



Cleaning H-21 tail feathers



Inflating H-25 tail wheel tire

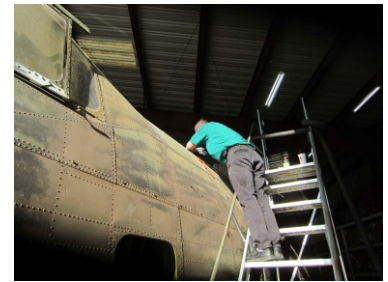


Cleaning the panel

instrument panel cleaned in preparation for a photo shoot. On the **H-37 Mojave**, corrosion work was done on the nose and top of the fuselage. The **DL-125 Cloud Buster** (see HH Sep Oct 19) had corrosion work on its landing gear struts by an engineering team from Tijuana. The **Helipod** (see HH May Jun 19) had test fittings done for the left hand cockpit



Removing DL-125 corrosion

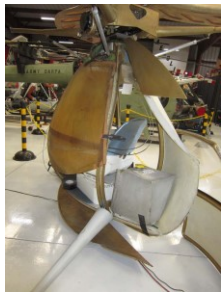


H-37 corrosion work

window and the bottom fuselage panels.



In other projects, the **Model Room** saw the most continuous work. A temperature regulating air filtration



Helipod panels

heater/AC unit was installed (pics next time), display cases were repositioned, and new models and pictures were installed to fill out the room. It really looks great and we're able to control the temperature to a constant mid-60's range. **Professional Photography** work is being done on several of our aircraft including the HH-1N, the H-25 and the Helipod. It was necessary to push the H-25 out onto the ramp to get good lighting and enough room. A definite highlight of this period was a **BBQ Lunch &**



Hanging model room pictures



Taking pictures of the H-25

**Tour** for a fly-in by the Del Amo Flyers out of Torrance Airport. The aviation oriented group arrived with over 20 members in 12 aircraft (visit <https://delamoflyers.club/>) for a great catered lunch and tour. We had done the BBQ lunch and tour last year for the SOCAL Restoration Council meeting in February. So we have a method in place for such events now. The end of January saw the **HAI Heli-Expo 2020** the largest world-wide helicopter trade show and exposition. Four of our members were able to go and saw hundreds of helicopters and industry display booths with thousands of attendees, all indoors in the huge Anaheim Convention Center. It was an amazing experience including meeting Mr. Sergei Sikorsky and his lovely wife Elana.



Del Amo Flyers BBQ



HAI S-70 fire bomber



Sergei Sikorsky and wife Elana



Moving the H-46 simulator



GE T-58 engines

Here are a couple of pics, but it's worth a separate HH issue which I'll be working on. The **H-46 Maintenance Trainer** was disassembled, removing the T-58 gas turbine engines, APU, engine oil tanks and various other parts.



Working on H-46 maint trainer



Learjet engine covers

This was necessary in order to move it and the **H-46 Cockpit Simulator** to expand Tandem Rotor Land and make room for future displays. The Learjet had engine covers made in order to keep out the elements and the occasional critter. Some great **Donations** included an amazing HRP model, Huey armored seats, skid cross-



Huey door and cross-tubes

tubes and a cabin door as well as a Viet Nam OH-6 Veterans hat. The HRP model was a one of a kind

construction of wire donated by Mr. Tom Pierpoint. Tom's father was the third person hired by Frank



**Piasecki HRP wire model**



**Forklift cover extension work**



**Argentinian pilot tour**



**K-MAX doing long line work**



**Erickson and Bolton with HNS-1**

Piasecki when he started his company. He flew copilot on the HRP and the company employees made the model for his retirement. **Computer Work** is always ongoing for both aircraft and parts research and the Hangar Happenings.

Infrastructure work went on inside and outside. Outside, the **Forklift Cover** was completed and extensions started. Inside, a new **Electrical Outlet** was installed to accommodate the new Model Room air filtration system. Locations were also scouted and planned for future camera locations. We have four security cameras working now and four new cameras we hope to have up later this year.

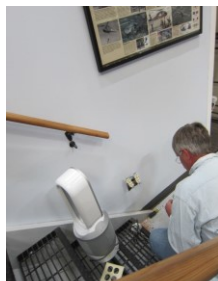
A lot of **Tours** took place over this period including a few that were notable. There was the Del Amo Flyers mentioned earlier, more Tijuana engineers, a group with dogs (no cleanups were required) and a helicopter aviator from Argentina. Other happenings that occurred included several helicopters working at the field: a K-MAX, AStar, Bell 407 and a Navy MH-60R from North Island.

Of **Historical Note** this time was the first recorded helicopter medical mission. On January 3, 1944 Coast Guard Commander Frank Erickson with copilot Ensign Walter Bolton flew a Sikorsky HNS-1 No. 46445 from Floyd Bennet Field in Brooklyn, NY to Battery Park on Manhattan in extremely adverse weather conditions to pick up a load of blood plasma. The helo could not carry the plasma and the copilot, so Bolton stayed behind. Erickson then flew some 30 miles to the Sandy Hook Coast Guard Station in New Jersey to deliver the plasma to treat injured sailors. Over 100 sailors were injured in an explosion aboard the destroyer USS Turner which sank off the Sandy Hook coast. It might not sound like much but consider that it was done mostly solo in a nor'easter blizzard with low visibility, blowing snow and strong gusting winds at probably 50 – 60 kts in

an aircraft that was literally the first of its kind and had its first flight only two years before. Also see HH



**Aircraft and parts research**



**New outlet work**



**Tour with dogs at the H-46**



**USN MH-60R Seahawk**



**USN destroyer USS Turner**



Aug 18 for more on the R-4/HNS-1. A **Quote of Note** this time is also from Igor Sikorsky who said, “The



**Sikorsky S-52**

helicopter is probably the most versatile instrument ever invented by man. It approaches closer than any other to fulfillment of mankind’s ancient dreams of the flying horse and the magic carpet.” I’ve included two short videos of interest sent by one of our members. Enjoy the aerobatics of the two helos pictured here, but hold onto your stomach. After the



**Bolkow BO-105**

current virus situation has ended, hop onto your personal magic carpet to wing on up to the museum and check out our latest displays. In the meantime be kind, stay safe and stay healthy.

Chip out

[https://youtu.be/xhRUGKa\\_lmY](https://youtu.be/xhRUGKa_lmY)

<https://www.verticalmag.com/features/going-inverted-the-flying-bulls/>