

Rotorheads

Ok, here it goes. The well's been dry for a while. What we referred to as OBE, overcome by events, in the military. Nothing serious, just a case of power required more than power available. I'm back in the saddle now with turns at 100 percent (is that enough cliches for you?). Before I talk about anything else, I have some very sad news.

Last March we lost **Skip Robinson** who passed away of natural causes. Skip was a dear and personal friend and stalwart promoter of Classic Rotors. Skip was also a photographer and writer for Vertical Magazine. Skip was one of the premier aviation photographers in the United States and perhaps the world. His specialty was helicopters. For the past 20 years he has taken tens of thousands of pictures all over the world, to the extent that if you see a quality helicopter photo anywhere, the odds are that it is probably one of Skip's. At the museum he was instrumental in our acquiring the HH-1N, R22 and R44 and in completing the model room. In addition to his being a great photographer, Skip was a professional model maker and many of the models as well as the room's display organization are a Skip Production. A Celebration of Life ceremony was organized by Skip's family at Camarillo Airport in June. It had speakers from throughout Southern California, commencing with a rotary-wing flyby which is linked at the bottom of this Happenings.



Skip looking back at you



Skip with camera ready



Tribute table at Skip memorial



Six bird fly-by tribute



Classic Rotors speaks on Skip



Skip H-21/1/60 form photo



Skip 46 arriving in Ramona pic



Skip early HRP photo



Phrog form pic



Working on the H-37 controls



P&W R2800 arrives for H-37

With the exception of tours, which have been good, specific airframe restoration work has been a little

slow for the first half of the year. Work was done on the H-37, H-21, DL-125, Model 15, H-1, H-52, HUK and J-2.

The **Sikorsky CH-37 Mojave** had work done on the upper flight controls. We also acquired another P&W R-2800 engine which I'll mention again later. The engine was a great get, but what made it even better was that it came on a Sikorsky bi-directional engine stand. The left and right engine mounts are different, and this stand allows the mounting of either the left or right engine with no problems.

The **De Lackner DL-125 Cloud Buster** had corrosion removal done on the rear engine bulkhead. Repairing the fuselage framework was a major job on the little guy during this period. The job consisted of removing a severely corroded section, cleaning up what was left then welding in a new section. The new section has been painted and looks quite respectable.

The **Vertol CH-21 Shawnee** had the nose tire serviced. The **Monte-Copter Model 15 Triphibian** needed some work done on the display. A support beam was wedged under the hangar structure beam supporting the rotor blade to prevent it from sagging. The rotor blades are quite massive compared to the rest of this diminutive helicopter, which looks like it can barely support its' own rotor head.

The **Bell HH-1N Twin Huey** had its' display augmented. A Vietnam Air Cav Huey pilot donated a beautiful framed color print which now enhances the interior cabin display on the history of the H-1 Huey.



Bidirectional engine mount



DL-125 rear bulkhead work



Repaired fuselage frame tube



DL-125 broken fuselage tube



H-21 nose gear tire serviced



Triphibian rotor blade mount



Vietnam Air Cav Vet



HH-1N display augmented



UH-43/HUK Huskie cleaned



HH-46 cleaned



HH-52 waxed

The Sikorsky HH-52 Seaguard had the vertical pylon cleaned and waxed. This beautiful aircraft is one of



our outside displays and subject to the elements. It takes a lot of work to keep her looking presentable.

Cleanliness is always an issue in the hangar; dust blows in, settles on the displays and forms massive dust bunnies beneath them, and feathered friends are often an issue showing no respect for their rotary-wing



cousins. We try to wipe down the aircraft and other displays periodically. During this period attention was given to the **Boeing Vertol HH-46 Sea Knight**, the **Kaman HUK/UH-43C Huskie**, and the **McCulloch J-2 Autogyro**.



In other projects, the **Video Game** is now up and running 100%. We are fortunate to have a Navy electronics technician who has spent several months analyzing and fixing the wiring and control components. We also put new castering wheels on the base to facilitate movement, reassembled the unit and had a coin box constructed for future use as a paid display.



Another project was a road trip up to the Evergreen Aviation and Space Museum in McMinnville, OR. We trailered up a **Hughes 300C** fuselage which they wanted to use as an OH-6 Little Bird for a Vietnam diorama. The fuselage was traded for a **P&W R2800** radial engine for future use in the CH-37 restoration.



The dual bank 18 cylinder engine is massive and is on an official Sikorsky engine stand. As mentioned before, the engine stand is unique in that it can accommodate a left or right engine. The **Golfcart** batteries were checked and serviced. The Model Room has a new **Mars Ingenuity** model on a scale model of Mars. Some new **Vietnam Pictures** were added to the main museum



entrance show case. A framed presentation of the **First Patented Helicopter** was made and hung on the



Golfcart battery work



Spraying weeds



Potted palm gardening



Visitors from England



Canadian tour group

Helicopter Pioneer History wall. It was in 1916 and you will have to drop by for more information.

For infrastructure, many weekends going into the spring were spent **spraying weeds**. The weeds constantly grow up through the asphalt and concrete and can quickly get out of control. It's also necessary to dig up and pull them around other plants and ground cover. There are also a number of **potted palms** along the outside of the hangar that require care.

We have even contacted the Ramona Garden Club who have come out and given us advice. We also had **aircraft parts** and **aircraft paint** donated through which we are sorting.

As all of the project and infrastructure work takes place, visitors routinely arrive, and **tours take place**. We document what tours we can but are only able to do it for about a third of those that take place. Over this six month period, we have 85 pictures, meaning we probably had about 250 tour groups go through, where a tour group could be anywhere from one to five or more. We also have tours for people from all over the world. In this issue, there are tour groups from Canada, China, England and Germany depicted, but we have had visitors from all of Earth's continents (with the possible exception of Antarctica). Some interesting aircraft we have seen here during this period are a Cal Fire C-130, a Douglas A-26C and a Coast



Vietnam photos added



First Patented Helicopter



Donated parts



Paint warehouse



Donated aircraft paint



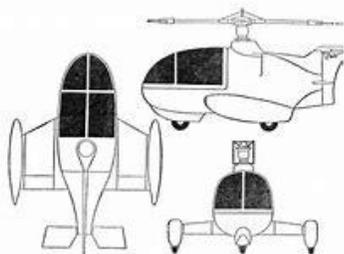
Visitor from China

Guard HH-60J Jayhawk.

A look at history this time will reveal more information on one of our more obscure displays, the



Visitor from Germany



Triphibian 3-view



Classic Rotors Monte-Copter Model 15 Triphibian display

diminutive Monte-Copter. First a little background to put it into perspective. One idea among rotary-wing designers coming out of WWII was the “one-in-every-garage” concept. Everyone could have their personal helicopter, able to lift in your driveway, go and land anywhere with ease. Luckily, that never happened. Can you imagine the arial catastrophe that would result over LA? All of the pioneers were toying with the idea: Bell (R-4, H-47), Hiller (360/H-12, HJ-1), Kaman (K-17), Piasecki (PV-2), Sikorsky (S-52) and many others around the world, even Cessna (check it out). However, technology could not meet the demand of simplicity, safety and affordability that would satisfy a civilian market, consequently most designs went to military applications. One interesting and unique design was the Model 15 Triphibian of Monte-Copter, Inc. in Seattle, WA. The company was formed by helicopter test pilot Maurice Ramme in 1953 and named after his son Monte. Their idea was to use a tip-jet driven rotor system which would



Monte-Copter Model 10



Monte-Copter Model 12



The Model 15 Triphibian

eliminate the need for a tail rotor, and thus all power to the production of lift. Through a series of intermediate designs, the Models 10 and 12,

starting in 1953, they eventually settled on their Model 15. The Model 15 was named the Triphibian as it was designed to drive on land like a car, move through the water like a boat and fly like a helicopter. The mostly fiberglass construction saved on weight for a MGW of 2000 lbs. Built for a pilot and two passengers, the tricycle fixed gear design had stubwings with aileron/flaps and tiptanks. It was powered by a single 200 hp Continental Model 141 air compressor. The Model 15 first flew in 1960 but never went into production. The best presentation on this aircraft can be found at aviastar.org and ingeniumcanada.org, there are links at the end of this Happenings. Through a comment chain at the Avia site, it was said that design rights were possibly signed over to Boeing, who Maurice worked for before he formed his company, when the company folded. Mr. Ramme has passed away, but the family still lives in the Seattle area.

So, plan a trip our way to check out our unique collection. You can see the Monte-Copter up close and personal and discover who we think probably realized that “one-in-every-garage” concept more closely than anyone else. We’re looking forward to seeing you. Until then, stay healthy and safe and keep your turns up.

Chip out

Skip Robinson memorial fly-by

<https://ms-my.facebook.com/group3aviation/videos/skip-robinson-memorial-at-the-caf-hangar-at-kcma/1068436857405361/>

Monte-Copter online information sites:

[Monte-Copter Model 15 Triphibian helicopter - development history, photos, technical data \(aviastar.org\)](http://aviastar.org)

[The day of the triphibs: Monte-Copter Incorporated and the Model 15 Triphibian helicopter | The Channel \(ingeniumcanada.org\)](http://ingeniumcanada.org)

Monte-Copter Triphibian video:

<https://www.youtube.com/watch?v=1KDTcSz9MYw>