

Hangar Happenings for May and June 2019



HRP MLG strut oleo before

Rotorheads,

Summer started off pretty busy but slowed down in June with some members gone to conferences or on vacation. Regardless, we still got a lot work done on the HRP and a new arrival, the Helipod. Also a lot done on some other projects and infrastructure.



HRP MLG strut oleo after



Prepping NLG attachment points

Most of the work on the HRP was on the main and nose gear struts. The main landing gear (MLG) oleo strut work which started in February was finished and the strut piston reinstalled and



HRP NLG strut restored



MLG oleo installed



NLG strut finished



Pre-oiling the HRP engine

ready for servicing. The nose landing gear (NLG) strut was removed and disassembled for overhaul. The strut was drained, the bearings cleaned and lubed, and the centering spring overhauled. It was then reassembled and painted. The fuselage attachment points were prepped and the NLG



HRP paint touch up



Helipod door work

assembly reattached. In addition to all of the landing gear work, oil was poured into the engine for pre-oiling and some of the frame paint was touched up. One of our new arrivals this year is the Helipod, a private design from the 1960's. The Helipod came to us through a family member who did not want to see her father's work lost.



Cleaning the Helipod



The Helipod

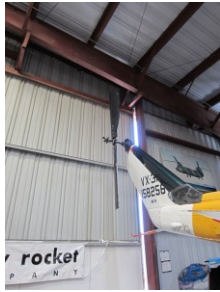


Helipod engines, trans & head

Dedicated members have been working to get it reassembled and onto the display floor. Work included inventoring parts, cleaning and assembling the fuselage, engine and rotors. Work is continuing on the rotor shroud as it is a coaxial contra-rotating ducted fan assembly. It



The Helipod rotor shroud



H-1N TR blades



Working on H-21 blade rack



Painting R-22 pad



Weight removal from R-22 pad



Painting landing pad symbols



New battery charger



Our fifth generation tandem



Vertical Magazine article

is a very unique design. The H-1N had its tail rotor blades installed and parts laid out to start on the main rotor. Work continued on the H-21 blade rack and paint work was done on the HRP, HH-52 and Pressure-Jet helicopter.

In other projects, work continued on the R-22 landing pad. The weights were removed off of the glued plywood sheets. It was then primed, sanded, base and figure painted.

The landing pad will be part of a diorama which you will see next time. The Wright Cyclone 1820 engine was cleaned and the engine stand repainted. In Tandem Land, we have all of the tandems built for the U.S. military except for two. One is the H-47 Chinook, do you know the other? Even though we don't have an actual Chinook, we do have a great poster which is now mounted and hanging in Tandem Land. An additional wall display piece is a Vertical Magazine article mounted under Lexan. We also worked on a new battery charger for our electric forklift.

Infrastructure-wise, a lot of cleaning and moving went on. Most of the cleaning and moving was on the south ramp which included moving rotor blade container boxes onto a trailer for movement to another storage location. The north hangar door was also cleaned and the door frame painted. The old fuel truck was sold



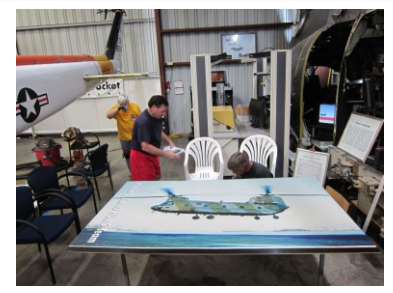
Prepping HH-52 stripe for paint



Painting Pressure-Jet skids



1820 engine stand repainted



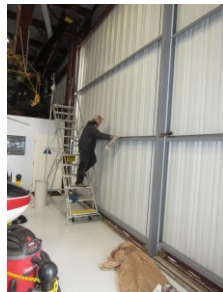
Working on H-47 poster



Cleaning the south ramp



Fuel truck going to new home



Painting hangar door

and trailed out by an Arizona rancher. He and his family were very happy to acquire the truck. We also put up 4 new observation cameras around the museum with plans to put up 4 more. The cameras are motion or

operator activated to allow seeing the inside and outside of the museum from home computers or cell phones. In addition to the infrastructure work, we have purchased new Classic Rotor hats in khaki, blue, red and gray.

All of the above taking place while tours were being conducted; we are in fact, a working museum. Our biggest tour during this period was 15 members of a British aviation group, some members of which had flown in the H-21 back in the late 90's. They were quite enthusiastic about the museum and our world famous collection of rotary-wing aircraft. The Collins Foundation WW II airplanes flew into Ramona and stayed for a couple of days for tours. They had a B-25, B-24, B-17, P-51 and P-40. The Collins Foundation is headquartered in Maine and has an amazing collection of military and civilian aircraft and vehicles from all eras. I have included their website at the end.

Of historical note this time are three altitude records. In May of 1949 a Sikorsky S-52 set a world and helicopter altitude record of 21,200 feet. Then, in June of 1958, an SE 3130 Alouette II moved the record up to 36,027 feet. The third, an "altitude" record of sorts, is that in May of 1964 a New York Airways BV-107 landed on top of the Pan Am Building in Manhattan for routine helicopter passenger transport between downtown NYC and La

Guardia and JFK airports. New York Airways ran helicopter passenger and cargo flights throughout the New York City and New Jersey area from 1953 to



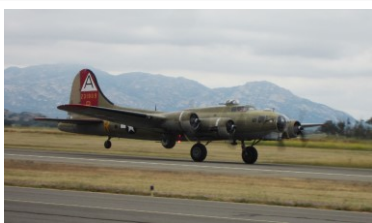
Moving blade container boxes



New Classic Rotor hats



British aviation group tour



Collins Boeing B-17 Liberator



Tour group at small helos



Collins Curtiss TP-40 Warhawk



Tour at the HRP & H-37



Sikorsky S-52



SE Alouette II



New York Airways V-44

1979 flying the S-55, S-58, V-44 (H-21) and BV-107. The one-way fare in 1955 to helicopter between La Guardia and Idlewild (later JFK) airports was \$4.50. So save your money for a tank of gas and motor on up to beautiful Ramona to check out our museum's S-52, Alouette III and H-21/V-44.

BTW, the other U. S. military tandem was the Bell HSL. It was a beast, even by today's standards, grossing out at over 26,000 pounds and housing a P&W R-2800 2000 HP engine. With a unique teetering rotor tandem design, it was tested for antisubmarine warfare with a dipping SONAR. Only 50 were built before the Navy canceled the program. A few even made their way to North Island and Imperial Beach. All 50 of them were unfortunately destroyed. The last thing I promised was a link to The Collins Foundation, check it out <https://www.collingsfoundation.org/> But, check us out too, we expect to see you here.

Chip out



New York Airways BV-107



Bell HSL ASW helicopter