

Hangar Happenings for November and December 2018



HRP magneto cooling tubes



HRP spark plugs



H-37 cabin deck



H-37 tail pylon



H-25 move and H-37 space

Rotorheads,

Welcome to all to 2019 and hope everyone is off to a good start for the year. But first, a wrap up for 2018. The year finished off great with restoration work on the HRP, H-25, H-37 and Quadrotor Drone.

On the HRP, the magneto cooling tubes were installed, the clutch cable worked on and the engine spark plugs cleaned. The helicopter is equipped with a clutch mechanism so that the engine can be started and run up to speed without the imposing the load of the rotor drive system upon the engine. On the H-25, the blade stowing racks were fully installed after lining the rack clamps with carpet to cushion the blades. The six blades were all cleaned and the blade lock pins restored so that the blades can be mounted into the racks in January. On the H-37, the main cabin deck cleaning was finished, the cabin deck tie-down pad-eyes all cleaned and painted, and the tail boom interior was fully cleaned. On the Quadrotor Drone, strengthening stiffeners were welded onto structure joints, the whole structure mounted on jack stands for leveling and a tow bar built. The airframe needed to be leveled for mounting a water tank which is expected to arrive in January with the tow bar allowing for easy movement about the ramp.

Major aircraft movement preceded all of this work. The H-25 had to be moved over between the H-46 and H-21 in Tandem Land, to make room for the H-37 in the southeast corner of the hangar. This required changing the tour entrance for the H-21 from the front door to the rear door. The empty corner of the hangar was cleaned out with the CycloCrane model box moved to the front side of the hangar and the box wrapped up and taped with tarp for weather protection. The H-37 was moved from the front of the hangar to its new location inside the south side of the hangar



Working on HRP clutch cable



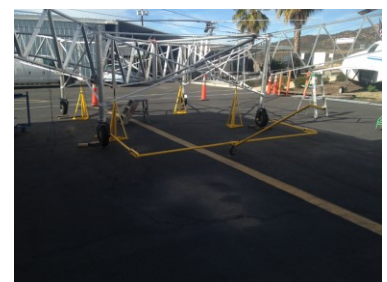
H-25 blades and racks



H-25 blade lock pins



Welding on the Quadrotor



Quadrotor stands and tow bar



Relocating H-21 entrance steps



Moving the H-37 Mojave



H-21 tail fins and windows



H-21 lighting



Outside storage framework

next to Tandem Land. The clamshell nose doors were removed to allow the Mojave to fit and for visitors to be able to walk around the nose and see inside the cabin, the doors then stowed in overhead storage. Other logistics included taking H-21 parts up to our restoration facility in Adelanto located about a third of the way between Victorville and Palmdale on the high desert at 3000 feet. There are 13 helicopters undergoing restoration work there including an H-21 and a Sikorsky S-58. The tail stabilization fins and cockpit windows were taken up and H-25 blades brought back.

Other aircraft display infrastructure included interior lighting in several of the walk-in helos. Cabin lighting was put into the H-21, H-25, H-37 and H-46 making these displays much more visible to tours. A lot of work was done in the Model Room including poster framing and arrangement. The room is now surrounded on the inside with display cabinets, posters and pictures showing aircraft models, fuselage and system cross sections and aircraft recognition charts.

Outside of the model room a new rotor blade airfoil display was set up and the mini-theater moved to allow storage behind it, with both of these display areas having seating for tour rest.

Outside infrastructure work included assembling the frame work for a covered storage area on the northeast corner of the museum. A palm tree was replanted and the front oleander hedge trimmed.

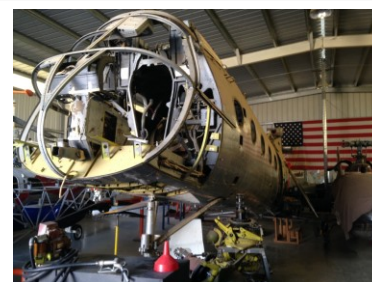
Tours included a visit by the Shelby Cobra Car Club and another by the 40's Ford Car Club; both of which parked their amazing cars along the fence in front of the hangar for museum members to tour. In addition to those tour groups, many separate small group tours took place during the two month period.



CycloCrane model box



H-37 in new hangar location



H-21 in Adelanto hangar



Model room cases and posters



Airfoil cross section display



Moving a palm tree



Tour at the Allouette III



H-37 Mojave hovering



Mojave disgorge a jeep

The cool history nugget this time is that in November of 1956 a Sikorsky HR2S piloted by Major Anderson, USMC, set a new record by carrying an 11,000 pound load to an altitude of over 12000 feet. The HR2S, also known as the Sikorsky model S-56 or Army H-37 Mojave or the Deuce by the Marines, was the predecessor to the Sikorsky H-53. It was a beast of an aircraft being the first U.S. heavy lift helo at over 64 ft long and 22 ft high with a 9 ft wide cabin and 72 ft rotor diameter and max gross weight of 31000 lbs. With its two 2100 HP Pratt and Whitney R-2800 radial engines it could carry 36 combat loaded troops or over 5 tons of internal or external cargo. The nose clam shell doors allowed the drive-on loading of three jeeps or a jeep and howitzer and the cabin was equipped with an external-to-internal monorail cargo transfer system. It first flew in December of 1953, operating into Vietnam before it was retired from military service in 1969 but then continued operation in the civil market after that. Wishing you a good start of 2019 as you hop into your wagon and motor up here to check out our beast of a Deuce and even play with our apparent mascot Dexter. See you then.

Chip out



Shelby Ford car club visit



Forty's Ford car club visit



H-37 picking up an H-21



Dexter