

Hangar Happenings for September and October 2018



Working on HRP accessories



HRP carb heat control box



HRP ignition switch



H-37 freeing the head bearings



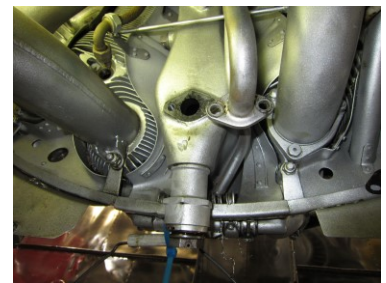
Lifting the H-37 awning cover

Rotorheads,

So, two more months gone and it seems like just yesterday it was summer. The weather has cooled making it better for work and tours, of which there has been a lot and many. In spite of the good working conditions there's been fewer workers due to vacations and work interference, but things are getting done and tours being given.

The HRP saw work continuing on the engine accessory section. The engine oil screen was removed, cleaned and replaced. The restored carb heat assembly was reassembled and installed with cockpit control rods attached and looking good on the back of the engine. The ignition switch was removed, restored and reinstalled with all connectors properly wired. The restored magnetos were installed and wired up including a new cockpit mag switch. Finally, work continues on the fuel pressure transmitter.

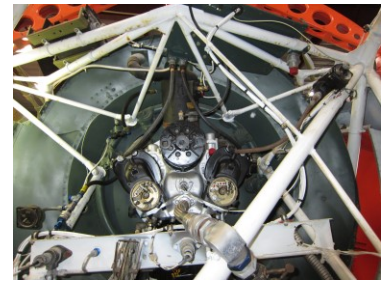
Work on the H-37 started with breaking the old head's bearings free so components can be removed and installed on an undamaged head. Cleaning and stripping of the cabin deck continued including the cargo hook hatch cover and the main door entryway. All of the Mojave work continued around moving the beast of an aircraft which included lifting the cover tarp and structure away so it could be rolled to the front of the hangar. Plan is to continue moving the 37 into the other side of the hangar next to Tandem Land in the near future. Movement also included a tail wheel jack stand and better support structure for the forward fuselage dolly wheels.



HRP engine oil filter hole



HRP carb heat control rods



HRP Magnetos



HRP cockpit magneto switch



Stripping the H-37 entry deck



H-37 in front of hangar



Beefing up H-37 dolly

Additional aircraft work was getting the quad rotor drone prepared for some welding work which we'll take a look at next time.



Working on the quad drone



New lights for the model room

Other projects this time included working on the model room, support equipment and work benches. The model room saw finishing and painting the ceiling and floor and new overhead LED lighting. The model display cabinets were then moved back in and rearranged, leaving the video game outside of the room where it can be worked on (anyone wanting that job, it's there for you). The reach forklift was cleaned and prepped for use in moving the H-37 Mojave. Work benches were moved from the far hangar storage opposite Tandem Land, making room for the H-37, to locations by the HRP and mini-theater where they can be better utilized.



Arranging model room cabinets



FAA meeting at Brown EAA



Moving work benches



Birthday party in picnic area

In other news, we were able to attend an FAA briefing at the EAA (Experimental Aircraft Association) at Brown Field. While there, we arranged to give them a helicopter briefing in the near future while Topgun F-18s taxied by that were using the airfield on the weekend. We had two birthday parties in the picnic area along with numerous tours and the Ramona Air Fair in early October.



Air Fair visitors tour museum



Cool 1957 Chevy

Two cool vehicles parked at the hangar were a 1957 Chevy (owned by one of our members) and a homebuilt STOL (Short Take-Off and Landing) kit-aircraft. 1957 was the year that our H-21 Shawnee was built. The STOL was a Comp Air 7 six passenger 660 HP turboprop kit-aircraft. While we don't have a STOL airplane, we do have three aircraft



Comp Air 7 turboprop



DP-1 VSTOL

that fall into that category. The fixed-wing DP-1 VSTOL (Vertical/Short Take-Off and Landing) and two autogyros which are rotary-wing STOL aircraft. The DP-1 is a vertical take-off research aircraft built by DuPont Aerospace to test a simpler and more efficient thrust mechanism than the AV-8 Harrier. Our autogyros are the Bensen B-8 Gyrocopter and the McCulloch J-2 gyroplane. The Bensen is a single person kit aircraft first flown in 1955 powered by 4-cylinder McCulloch 72 HP piston engine. The J-2 is a 2-place pusher-prop gyroplane built by McCulloch Aircraft, first flown in 1962 and powered by a 4-cylinder Lycoming 180 HP piston engine. So power up your personal 4-wheeled auto-mobile and motor up to check out our STOL and VSTOL aircraft. You won't be disappointed. Happy Thanksgiving.

Chip



Bensen B-8 gyrocopter



McCulloch J-2 gyroplane