



Lifting the R44 tailboom



Checking exhaust alignment



Installing the R44 tail rotor



Huey sleeve components



All assembled



The HH-1N tail rotor drive shaft

Rotorheads,

Sad to say that the Covid pandemic is still with us but, we're especially dedicated, so restoration goes on. The weather has cooled and been very nice, improving working conditions. During this period work was done on the R44, HH-1N, HH-46, HRP and Helipod.

The R44 Clipper II had the tailboom installed. This installation required lifting with the forklift and careful alignment for the tail rotor drive shaft and gearbox. More careful alignment and attachment parts coordination was required for installation of the exhaust manifold. With the tailboom aligned and attached, the tail rotor assembly and blades could be mounted. With the exhaust manifold securely in place, the engine cowling could be attached. All that is left to be done to make a complete ship is mounting the rotor blades, which we will wait on for now pending display relocation. The HH-1N Huey November saw work on the main rotor scissors and sleeve assembly. That assembly was then attached along with the swashplate to the rotor mast.

The rotorhead with the stabilizer bar on top of it was then attached to the top of the rotor mast along with the rotor control rods. The fuselage upper cowling was opened to accommodate the mast. The whole rotor

mast assemblage was hoisted to the top of the fuselage, aligned and lowered into the transmission. The tail rotor drive shaft hangar bearings and shaft sections were installed connecting the main transmission to the tail rotor gearbox. Finally the tail rotor and right horizontal stabilizer were attached.

The HH-46E Sea Knight had the aircrew searchlight control box installed. The radio



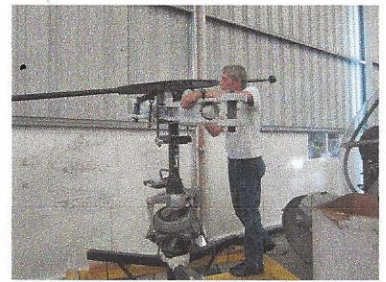
Checking the R44 tail alignment



Securing the exhaust manifold



Installing the engine cowling



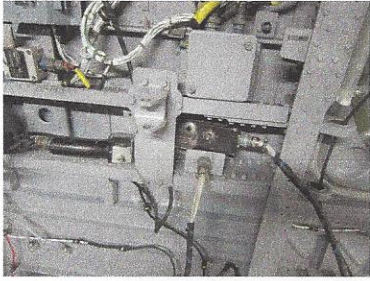
Installing the Huey stab bar



The Huey horizontal stabilizer

wiring diagrams were organized and studied in preparation for radio installation and checking the ICS.

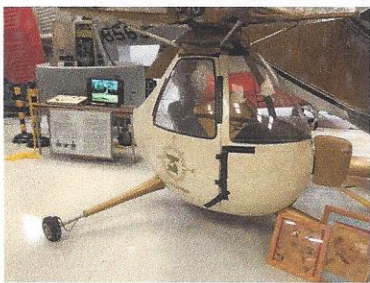
Finally, there was still a ton of H-46 spare parts that needed to be sorted, inventoried and stored. The



H-46 searchlight control box



H-46 radio wiring diagrams



Helipod cockpit door attached



New astronaut diorama water



Box of gauges for inventory

HRP Rescuer control cables had the tension adjusted. Work continued to break the de-phaser free. The de-phaser allows the synchronizing shaft connecting the forward and aft transmissions to be uncoupled so the blades can be folded. However, some 60 plus years of outdoor storage has locked the shaft sections together. Our last bird worked on during this period was the **Helipod** which had the cockpit door installed. The little Helipod is looking more like a complete aircraft.

Some other projects included the tail rotor display and the model room along with a few other things. The **Tail Rotor Display** had some assemblies put together. In addition, separate blades were reorganized and positioned for display

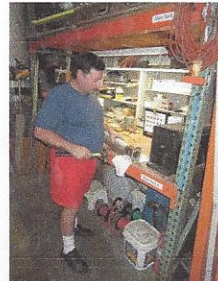
mounting. In the **Model Room**, new water was added to the H-34 Mercury astronaut recovery diorama. An **HMMWV Humvee** was acquired. It was made operational and parked in the vehicle garage. HMMWV stands for High Mobility Multipurpose Wheeled Vehicle or Humvee for short. I think the DOD pays some contractor by the letter to think up these acronyms, the military is chock-full of them. The museum also received another **Box of Gauges**, panels and electrical boxes. These were sorted and stored. They always come in handy for filling out instrument panels and covering holes. We have acquired quite a store of gauges and panels.

Infrastructure-wise, work continues on the

camera security system. We have a central security panel and four cameras operating and are working to



H-46 parts for inventory



HRP de-phaser



HRP control cable tensioning



Single TR blades



Complete tail rotor assemblies



HMMWV opened for work



Humvee parked

put up four more. During this time when museums are mostly closed, we still have the occasional small

groups showing up to see our collection. We gladly accommodate them with a **Tour**, with social distancing and masks of course. **Airport-wise**, we were treated to the Goodyear blimp. It made an impressive low slow approach to runway 27 before angling up for a slow steep climb-out and left crosswind departure to the south. Years ago, I interviewed with Virgin Lightships for a blimp pilot job. They actually preferred helicopter pilots over jet pilots because they were used to low and slow. Alas, it was a no-go as it required a move to the Midwest and San Diego had become a much preferred location.

History-wise this time there are three firsts from the 50's. This time period was only the second decade of functional rotary-wing flight so helicopters were still in their infancy. September 14, 1951 saw the first flight of the Westland WS-55 Whirlwind. The Whirlwind was the British adaptation of the S-55/H-19 built under license from Sikorsky Aircraft. On September 10, 1953 Capt. Russell Dobyns, USAF, flew a Piasecki YH-21 Workhorse to a world record altitude of 22,110 feet. It was at the Dayton, OH airshow and the

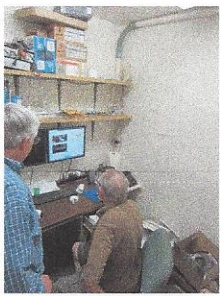
record still holds today for reciprocating engine helicopters. (For history enthusiast, note that Vertol Aircraft wasn't formed until 1956. Our museum aircraft is a Vertol V-44/H-21 built in 1957, thus in 1953 the H-21 was still a Piasecki H-21). Finally, September 27, 1956 saw the first flight of the Kaman HUK/H-43A synchropter. There are two vintage video YouTube links at the end for the WS-55 and H-21, enjoy.

We're hoping that a vaccine becomes available soon and you can plan a trip to see our H-19, H-21 and HUK. Until then, we at Classic Rotors wish you and your families the very best for a happy, safe and healthy Holiday Season. Fly safe wherever you travel Rotorheads and I'll talk to you again next year.

Chip out

https://www.youtube.com/watch?v=73CrV9Uq_dM

<https://www.youtube.com/watch?v=XAZbZ-jbpfo>



Control room



Goodyear blimp low approach



Westland WS-55 whirlwind



Tour in time of COVID



Goodyear blimp climb out



Piasecki YH-21 workhorse



Kaman HUK/H-43A