Hangar Happenings for June, July and August 2020

Rotorheads,

The Covid pandemic is still with us but rotorcraft restoration goes on. Over this summer period the weather got increasingly hotter and thanks to AC in a couple of our spaces we were able to cool off occasionally. Work was done on the HH-1, CH-46, HH-52, DL-125, Helipod, HUK, Monte-Copter and even some news on the V-44 Holy One but the primary task was to put the R44 together that arrived during the last issue.

Uncrating the R44 Clipper II

R44 skid landing gear

Aligning fuselage and skids

Skids bolted on

Repainted HH-1N star & bar

HH-1N inside for cleaning

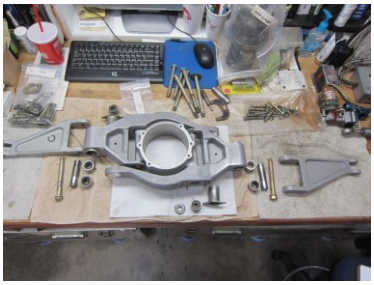
The first step in putting the **R44 Clipper II** together was to get it out of its shipping container and the fuselage off of its pallet. Kudos go to the Robinson shipping department who really know how to package their helos for safe shipping. The rotorhead was attached to the mast so that the fuselage could be hoisted. The skid landing gear and ground handling wheels were assembled then lined up under the hoisted fuselage. The fuselage was carefully lowered and bolted to the skids. Now the fuselage and skids were together with the remainder of the assembly taking place in the next issue, so stay tuned. The **HH-1N Huey November** was moved outside onto the south ramp to make more room for work on the R44. While on the outside ramp, the tailboom star and bar was repainted. It was then moved back inside where fuselage clean and shine was done. The rotorhead controls were laid out in anticipation of mounting the blades in the near future. We also received a tri-wall container of Huey parts which I'll talk more about in the next issue. The **HH-46 Sea Knight** was also a major project this summer. It was moved onto the south ramp where the APU (Auxiliary Power Unit) was started and the

Attaching the R44 rotorhead

Lifting the R44 off the pallet

R44 fuselage and skids are one

HH-1N moved outside



Huey rotorhead controls

blades unfolded. The H-46 was designed with an electric automatic blade folding system for shipboard use. The blades were spread so that an NDI (Non-Destructive Inspection) eddy current inspection on both rotorheads could be done. This inspection method uses electromagnetic induction to look for surface and subsurface flaws in the rotorheads. No flaws were found so the Phrog was folded and moved back into the hangar, where it awaits your personal inspection. On the **HH-52 Seaguard** the nose was cleaned and more touch-up on the orange stripe paint. The 52 is outside, requiring more cleanup than the in-hangar birds. The De Lackner **DL-125 Cloud Buster** had new wood fuselage stringers made and installed. It was then moved into the lean-to hangar to get it out of the weather. The **Helipod** had the rotor duct cowling rebuild finished in the last issue. Over the summer, it was installed and painted. The Helipod cockpit windshield was also cut and installed. The Helipod is looking more like an actual VTOL aircraft. The Kaman **H-34A HUK** had a replacement tailboom fairing panel manufactured and installed. The **Monte-Copter** had the rotor mast, upper controls and rotorhead cleaned, assembled and installed. Finally the Vertol **V-44 Holy One** was visited at the San Diego Aerospace facility at Gillespie Field where it is undergoing restoration work along with the first **SH-60B Seahawk**.

In other projects, the Sikorsky **CH-53E** tail rotor blade display was finished and hung. The wood sheets were brought in to attach to the hangar wall below the 53 blades. Other tail rotor blades will be mounted on this section of wood wall. The tail rotor blades have been gathered together near the wall section waiting to be mounted. In the **Model Room** new models are in place for the Bell HSL, Boeing 360 and Lockheed AH-56 Cheyenne along with some new framed helicopter stamps. The final

HH-46 on ramp blades spread

Eddy Current head inspection

HH-52 nose cleaned

DL-125 new fuselage ribs

Monte-Copter rotorhead

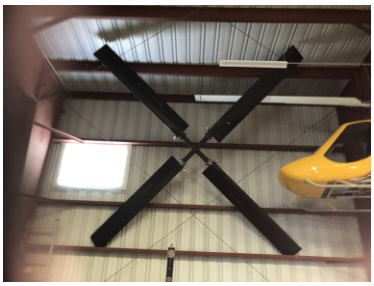
HUK fairing work

Helipod duct & windshield

Vertol V-44 Holy One

SH-60B Seahawk

Tail rotor blade display panels



CH-53E tail rotor blades

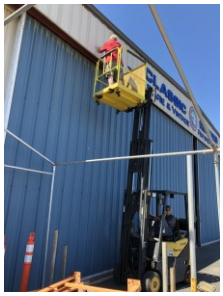
parts were removed from the **CH-46** maintenance trainer. The trainer was separated from its stand and both loaded onto a flatbed. The trainer has found a new home with a private owner in the San Diego area and the stand to salvage. **Parts Inventory** continues as always, a never ending job. We also acquired a great fork lift **lifting tool device** which has already come in handy.

HSL and Boeing 360 models

H-46 maint trainer leaving

In infrastructure work, the **gift shop** was cleaned up and repainted. The north ramp **vehicle garage** roof was extended and is already coming into use, which I'll talk about more in the next issue. A new **security camera** was installed on the outside north hangar wall which will observe the north ramp, perimeter fence entrance gate and lean-to hangar. We even conducted some **tours** during this time including a San Diego Sheriff helicopter crew who had landed on the CDF helo pad in their Bell 205 Huey. Some other aircraft of note during this period at Ramona included an Enstrom, several Robinsons, a couple of Bell 205s and a P-51 Mustang in annual displaying some unique underlying features. Additionally the CAF (Commemorative Air Force) moved to Ramona from Gillespie Airport with their Piper J-3 Cup.

Garage roof in work



New camera

Gift shop getting painted

Garage roof extended

Dog pilot

Tour group at the H-21 tail

Enstrom Helicopter

SD Sheriff Bell 205

CAF Piper J-3 Cub

P-51 panels removed

Historically speaking, just a couple of tidbits this time. These are some factoids regarding our HH-46 Sea Knight which we talked about above. In July 1960 the USAF Edwards AFB Flight Test Center completed flight test evaluation of the Vertol YHC-1A prototype which was later developed as the Boeing Vertol model 107, the BV-107 and the CH-46A Sea

Vertol YHC-1A

USMC HMM-162 CH-46

HMX-1 CH-46

Canadian C-113 Labrador

Knight for the U.S. military. In July 1974 CH-46s of USMC squadron HMM-162 evacuated 466 people from trouble in Cyprus in 5 hours. In July 2004 the last Canadian Armed Forces Boeing Vertol CH-113 Labrador, the Canadian version of the BV-107, made its final flight to the Canada Aviation Museum in Ottawa, Ontario. The CH-113 had a distinguished 40 year career accumulating 190,000 flight hours in over 20,000 SAR missions. In July 2014 the last 4 Sea Knights were retired from the Presidential Support Squadron HMX-1. Finally, in 2016 (although not in July) the Classic Rotors HH-46 Pedro arrived at the museum. So there you have more than you probably wanted to know about the Phrog. She is a beautiful aircraft with an exceptional history. Plan a trip to the museum, we have plenty of social distancing along with the best restrooms in Ramona and where you will be treated to our beautiful R44 and HH-46. Until then, stay safe and healthy with our best to weather the pandemic.

Chip out