

Hangar Happenings for November and December 2019



HRP blade fold mount brackets

Rotorheads,

So it's the end of another year, it seems like it went by so fast. At least the weather cooled down and we even got some rain, quite a bit actually. With days getting shorter at the end of the year, it gets dark and cold early. The hangar is well lit with LED overheads but sort of an icebox with colder weather making work into the late afternoon difficult. In spite of the cold, dark and wet quite a bit got done on the Rescuer, Huey, Mojave and Cloud-Buster (just testing your name knowledge). Along with the aircraft work, we also got things accomplished on several other projects including a couple of new items which I'll share at the end.



Charging battery



Painting HRP frame



Installing HRP blade brackets



HRP blade bracket installed



H-1N ground handling wheels

Blade fold mount brackets were made, painted and installed on the HRP Rescuer. The brackets will allow us to fold the blades once we've mounted them on the heads. In addition to the brackets, the battery was charged up and the rear frame-work paint touched up. On the HH-1N Huey, one set of the ground handling wheels were disassembled, reworked with new bearings, painted and reassembled. In addition the port cockpit and cabin door cleaning was completed with great results. Lots of cleaning was done on the CH-37B Mojave. The cleaning included the cabin, cabin padeyes and magnesium skin on the nose. On the DL-125 De Lackner Cloud-Buster work was done on the landing gear. Welding repair was done on the left front gear strut and the wheels installed. One of the tail wheel struts was repaired, painted and the wheel installed. Finally, some touchup painting was done on the DP-1 tail.



H-1N cockpit door cleaned



Cleaning H-37 cabin padeyes



H-37 nose cleaning



DL-125 tail gear



DL-125 nose wheels installed



Welding the DL-125 nose gear



Paint touchup on DP-1 tail



Rotor system cutaway posters



International helicopter stamps



Watching CR Podcast



Helicopter Pioneers Video

In other project areas, computer data bases were updated for the HH-52 and maintenance manuals. The HH-52 restoration timeline was reviewed and reorganized to account for work on the main transmission, rotor head and blades, tail rotor blades and cockpit instrument panel and right chin bubble. The data base manual pdf's were updated for maintenance, technical and flight publications. Work in the model room included reviewing the rotor system cutaway posters for the possible helicopter rotor systems: single main with tail rotor, tandem, coaxial, intermeshing, side-by-side and tilt rotor systems. New custom-made models are displayed including the: HRP, Boeing 347, VS-300 and R-4. Other new models displays include the V-22 Osprey in its different phases and the USS Peleliu (LHA-3) an amphibious assault aircraft carrier. Also in work is organizing a helicopter stamp collection comprised of hundreds of stamps from all over the world. An especially unique project is the production of two museum specific videos. The first is a podcast telling the inspiration, formation and objectives of Classic Rotors. The second is a production of the U. S. helicopter pioneers: Igor Sikorsky, Frank Piasecki, Arthur Young, Stanley Hiller, Charlie Kaman and Frank Robinson. Both videos are just over an hour long each and well worth the price of admission. I have included links to them at the end of this Happenings.

In the area on infrastructure, tours and miscellaneous projects, work continued on the forklift cover. Work was also done on video surveillance to ensure all of the cameras were in working order. A birthday party was held in the picnic area for a future helicopter pilot as well as

tours for the family and several other groups over this period including an aeronautical engineering school from Tijuana, Mexico. Also during this period several firefighting helos were in and out of Ramona



Updating computer data bases



Boeing 347 model



Piasecki HRP model



VS-300 and R-4 models



Forklift cover work

including a Siller Helicopters Sikorsky SH-3A and a PJ Helicopters UH-60A Utility Hawk. Weather during



Future pilot birthday party



PJ Helos UH-60A fire bomber



A cold rainy day at the museum



Kaman H-43A Huskie

this period gave us some magnificent cloudscape as well as snow on the surrounding mountains.

History-wise this time we look again at the Kaman H-43 (see HH Apr/May 2018). The H-43A first flew in 1947 but the H-43B first flight was December 13, 1958. The H-43 was an especially stable helicopter with its intermeshing rotor system, well configured for Search and Rescue (SAR). The H-43A was based on the Kaman model K-600 and powered by a 600 hp R-1340 radial piston engine while the B-variant was powered by an 860 hp T-53 gas turbine. The H-43A was designated as the HOK (USMC) or HUK (USN) while the H-43B the Huskie and the SAR variant the HH-43B as the Pedro. The Pedro was the first USAF helicopter to fly in Vietnam and credited with saving more lives than any other helicopter in that war. A great book covering the HH-43B in Vietnam is [They Called it Naked Fanny](#) by Scott Harrington. A quote of note in this regard is from Igor Sikorsky who said, "It would be right to say that the helicopter's role in saving lives represents one of the most glorious pages in the history of human flight."

So hop into your personal conveyance and start off 2020 by checking out the museum which has an H-43A awaiting your inspecting as well as a magnificent model room. And, while you're waiting to do that, check out these Classic Rotors videos. You won't be disappointed.



Engineering school tour



Siller Helos SH-3A fire bomber



Snow on the distant mountains



Kaman HH-43B Pedro

Classic Rotors Podcast:

<https://www.youtube.com/watch?v=7HleiOO9oUQ>

Classic Rotors Pioneers Presentation

<https://www.youtube.com/watch?v=pKDEVCFkXf8>

Chip out.