

PREFLIGHT

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Huey 823 Restoration Progress



Steve and Frank rigging the tail rotor controls above. The many volunteers involved in 823's restoration make it look easy when it comes to her restoration. In fact, it's quite the opposite. One of the FAA directives mentioned last month had caused the group to look for a new/used Tail Rotor Control Tube. The Army, when the UH-1H's were still in the inventory, found one that had broken. They identified one company (identified by a CAGE - Contractor and Government Entity Code) that did not follow the drawing information properly in the process of manufacturing and they

bypassed the hardness requirements. The Army pulled ALL the tubes manufactured by that CAGE, and, of course, the one on Huey 823 had that CAGE Code indelibly printed on the shaft. Searching for a serviceable control tube has proven expensive (as has everything else) but we have located one and now we can continue with the installation and rigging of the tail rotor system, and cross one more major item off the "to-do" list!

Check out the seat webbing story on this page. We had some difficulty obtaining the web material seat covers for the



Molson working on his bucket list!

pilot and co-pilot seats due to the replacement in flying Hueys with cushioned, non-armored seats. Current seat webbing manufacturers did not have a pattern for the covers we needed so we sent the contractor the old covers from 823.

By the Army TM, mesh seat covers are required to be replaced every 24 months to retain their crashworthy capability, due to weather and personal contact. LWA QC is investigating a "conditional" replacement criteria to replace the current "time" replacement criteria.

POINTS OF INTEREST

- The "Over the Top" Club
- See Above & Beyond
- Check Upcoming Events
- Join us!



Why is seat webbing so important? Simple answer is that the aluminum frame, mesh cover and armored seat assembly all contribute to the crashworthiness of the seat. The webbing absorbs some of the g-forces, with more consumed by the aluminum frame and the shock absorption of the mounting points of the armored seat. The addition of lap and shoulder belts to keep the occupants in the seat, allows for the term 'crashworthy' to be used (meaning the occupants SHOULD survive a standard crash).

Over the Top Club

Welcome to our 4 newest "Over the Top" Club members. Chief Oil & Gas LLC, Dwight Sayles II, VVA Chapter 436, and American Gold Star Mother Inc of Central PA all joined the club in April. And many thanks to the Duncansville VFW for doubling down for 2017!

Thanks to our newest members and all our wonderful donors! Membership now stands at 42 members for a grand total of \$97,500!

What are the BENEFITS of membership you ask? The satisfaction of

recognizing the service and sacrifice of the brave military men and women who served in the Vietnam War. Honoring the 58,272 men and women listed on the Vietnam War Memorial killed in action and those still missing in action. Helping to ensure the legacy of service by both the veterans and the aircraft that flew them is not forgotten. And now we need YOU to help us do all of that! When you join, we'll send you a framed membership certificate and one of our famous Challenge Coins!

Please consider Joining us today!

Upcoming Events:

<i>Visit us on any Maintenance Saturday!</i>	5/20,27
<i>Salute to Veterans—Clipper Stadium</i>	5/19
<i>Bikes and Blades—<u>sign up here!</u></i>	7/15
<i>Lancaster Airport Community Days</i>	8/26-27
<i>Pottstown Veterans' Community Day</i>	9/23
<i>Huey Hustle at Lancaster Airport</i>	10/21

Above and Beyond

We have to call out our own Tim McCreadie this month (aka "Chewy"). Tim has been splitting his time between Gettysburg and the hangar simultaneously working on the rotor head rebuild and the fuel tanks install. Lots of work! Thanks for the dedication Tim!