



From the President:

We're hopeful that everyone is staying safe and healthy and most importantly, we're hopeful that COVID-19 has not affected any of our many members, our supporters or their families.

Since we're quarantined the winter Phase Maintenance program for Huey823 has been suspended. However, thanks to our dedicated volunteers, Huey823 is in the best possible condition to wait out the down time! We're looking forward to getting back to work, completing our maintenance program and getting Huey823 back in to the air! We're also looking forward to brighter days and bringing the WHOP, WHOP, WHOP to everyone who needs to hear it again.

Sincerely,

Michael P. Caimi
President, Liberty War Bird Association

Thank you to our veterans!

One of the most important reasons for the restoration of Huey 823 is our Vietnam veterans. We are so lucky to have a number of them that volunteer with 823 and are willing to share their stories and their knowledge with us.

Some were/are pilots or maintenance mechanics. Some of the guys just like learning more about this rich heritage. All of the guys, and gals, enjoy talking with visitors. The hangar is open on most Saturdays that we're not out for a mission. Stop by and visit this piece of living history.



What's been happening?

Our dedicated volunteers started out 2020 with lots of enthusiasm. In January, Kathy Wiker and her Ground Crew came out and spent two Saturdays organizing the storage area and completing an updated inventory. (See? There are always things some of you ladies can help us with. Even if it's just to provide lunch for the crew!)

At the same time, work began in earnest in an effort to complete Phase Maintenance in time for our next season of missions. Any given Saturday you could come into the hangar and see men all over Huey 823, turning wrenches, checking the fuel cells, discussing what happens next, etc.

While all of this was happening, the PR/Marketing Committee was busy helping Gary Deck to plan a fundraiser he was going to hold in April, in the hangar at Venture Jets. There was another planned for May at Deck Airport.

Unfortunately, all of these efforts came to a halt when the hangar had to be closed indefinitely because of the Covid-19 virus.

We're all anxious to get back to the hangar, catch up with our Huey Family and get back to doing what we love.

Mission Schedule

Our team has been busy working to plan a mission schedule for the upcoming season. Several of the missions have already been cancelled due to the current shutdown and it is expected that there will be more. However, we are optimistic that we will be able to resume a more normal schedule soon.

March 29 - Vietnam Veterans' Recognition Day Flyover and Static Display at Hampden Twp Veterans Park, Enola PA **Cancelled COVID-19**

May 16-17 - "Power in the Pines" Airshow at Joint Base McGuire, Trenton NJ **Cancelled COVID-19**

May 24 - Static Display after the Parade. East Prospect PA **Cancelled**

May 20 - Clipper Stadium, Lancaster PA . Flyover the Ballpark, Dependent on COVID-19

June 27 - Wings and Wheels at Lancaster Airport

July 5 - Long's Park July 4th Celebration with the US Army Band in concert- Flyover Lancaster PA

July 18 - Corporal Hardy Memorial Ride, Gap Fire House. Flyover the motorcycle route. Gap PA

As always, we will continue to keep our supporters informed of changes as we learn of them. Our Facebook page will have updates listed.



Maintenance Update

When we started this project five years ago, nobody had any idea that a worldwide pandemic would be devastating to the work. Well, here we are....Since mid-March, we have been unable to travel in the Commonwealth of Pennsylvania, bringing all maintenance to a screeching halt. We were well into the Phased Maintenance Inspection number 1, had a fuel cell in hand, had our hangar bearings all packed with new bearings, and then....nothing! We sincerely pray that we can be back at work very soon.

The fuel cells in the UH-1H helicopter are really bags, hand formed with small pieces of material and glue, with metal fittings and parts added as required. The fuel cell starts out as a cardboard form, made for each of the five different cells in the aircraft. The laminates are formed with a self-sealing gel that activates when the cell is pierced by small arms fire. When the laminates are placed, the cell gets placed into an autoclave, which applies pressure and heat in a controlled environment. The process takes months to finish. Each cell is manufactured separately. When we started flying #823, we had already replaced a missing and one damaged main fuel cell. Well into the flight schedule we started seeing a fuel seep that we could not trace, but only happened when the aircraft tanks were topped off. We suspected one of the remaining three tanks may have been compromised in the years the aircraft was sitting on the ground without fuel. Bringing the helicopter into the hangar for the phased maintenance inspection provided an opportunity to trouble shoot more in depth. We ended up having to remove the left aft fuel cell, and found that it had become brittle and delaminated. It could not be repaired and will be replaced.

The fuel cells are described as "Crashworthy" because all the fittings used are breakaway. They will not cause more damage to the cells as they break away from the tank. The combination of crashworthy and self-sealing was way ahead of time, as helicopters just now are required to have crashworthy fuel tanks. The two main fuel cells were manufactured in Arkansas by a company that specializes in fuel cells and tanks, AMFUEL. There are only two main fuel cell manufacturers in the US, with the other one being Meggitt in Georgia. It is such a time consuming, man-hour munching process that more companies shy away from due to such low profitability.

It will be really great to push 823 out of the hangar and fill her up with a full bag of gas!

David B. Jones, Quality Control Director

Spotlight on David B. Jones

David, Director of Quality Control (or Assurance), joined Liberty Warbirds Association early in 2015, after a long career in the Department of Defense. Dave started his DoD career in 1976 by enlisting in the US Army. He attended Basic Training at Fort Jackson, SC. His first MOS producing school was 67N (UH-1H Helicopter Repairer Course) at Fort Rucker, AL, followed by Airborne Training at Fort Benning, GA. His first assignment was as a helicopter mechanic with the 82nd Aviation Battalion at Fort Bragg, NC, part of the elite 82nd Airborne Division. David worked his way up from mechanic to crew chief, getting assigned an aircraft that was basically his for the duration. In 1980, the Division became the second Army unit to field the (then) NEW UH-60A Blackhawk Helicopter, replacing the venerable UH-1H. Dave attended training for the new MOS 67T at Fort Eustis, VA, finishing first in his class. Upon return to Ft. Bragg, He was assigned a brand new UH-60A helicopter that was delivered at the Sikorsky factory in Connecticut.



In the Summer of 1982, David was reassigned to y Barracks, Germany, and proceeded to begin fielding the Blackhawk for the 48th Aviation Company (Skill, Not Luck) as they turned in their UH-1H helicopters. David served with the 48th as they moved to Wiesbaden in 1985, finally ETS'ing in the summer of 1985.

David and his wife, Beverly, were expecting their first child in September, so it was important that he find gainful employment quickly. Using a training program available to discharged servicemembers, David attended Western Montgomery County (PA) Vocational and Technical School. It was here that he qualified for a State Inspection and Emission license. He was hired by the local Ford dealership shortly before he was finished the coursework.

In May of 1986, a call came from the 79th ARCOM at Willow Grove Naval Air Station about some aircraft mechanic job openings. David leapt at the opportunity to work on the UH-1H again. After biding some time working on the maintenance crew, David became one of just two Technical Inspectors assigned to the 45+ helicopters and fixed wing aircraft that the Army Aviation Support Facility #28 was responsible to maintain. He worked in this capacity until the Army decided to change the structure of the forces. The Army Reserves got out of the helicopter business, forcing a change in venue and tasks. Mr. Jones became a wheeled vehicle repairer at the nearby motor pool, thanks to bump and retreat rights during the Reduction in Force proceedings. He worked in that position until September 2002.

In September 2002, the Navy had a job offer that would bring David back to aircraft. He became an Equipment Specialist at the Naval Inventory Control Point (NAVICP) in Northeast Philadelphia. The responsibilities of this position included: responsibility for all technical supply support functions for assigned systems and subsystems, including provisioning, configuration

control, and resolution of technical supply problems, procurement and replies to contractor referrals. The job also entailed making decisions related to logistics support analysis reviews, maintenance plans, provisioning and weapons systems/support conferences.

In 2005, Mr. Jones took a promotion and changed jobs to become a Product Specialist with the Defense Logistic Agency's Land and Maritime Directorate, also in Northeast Philadelphia. The position was as a Quality Assurance Specialist responsible for providing a variety of technical advisory services in support of DSCP (Defense Supply Center-Philadelphia) centralized procurement and material management missions. Responsibilities included: communicating policy guidance, requirements interpretation, assistance and instruction to DSCP Customers, contractor representatives and Directorate functional specialists regarding a wide range of technical, contractual and logistics management issues. He served as a designated liaison between military services, R&D activities, engineering support facilities, and national inventory control points. He was tasked with interpreting technical requirements, reviewing specifications and associated technical data, and analyzing items for compliance to standards and requirements, documenting outcomes of tests and analyses, and mitigating issues as necessary.

In 2010, another promotion and change of jobs brought David to the Defense Contract Management Agency's Industrial Analysis Center, specifically to the Aircraft Group as an Industrial Analyst. The IAC (now called Industrial Analysis Group or IAG) is responsible for Defense Industrial Base (DIB) Sector Mission Assurance, and delivers actionable insight to DCMA and DoD senior leadership by continually monitoring industrial capabilities and identifying strategic risks and solutions to ensure a robust, secure and resilient DIB. His position was as the Subject Matter Expert on industrial engineering policies and technologies of Aircraft Subsystems. He conducted studies and prepared technical reports using industrial analyst talents regarding the materials, skills, manufacturing processes and facilities necessary in the production of critical weapons systems. His findings and conclusions were forwarded to OSD (Office of the Secretary of Defense) the Armed Services, Defense Agencies, and DCMA. His duties also included developing new techniques and methods by applying a high degree of insight and professional judgement. He developed original and innovative changes and modifications in procedures and methods.

David retired after 42 years working with the DoD, and lives in Skippack, PA with his wife Beverly, one daughter, Shannon and granddaughter Emma. His other daughter lives in Salem, MA with her husband Nick. You can find David wherever #Huey823 is located, as it rarely travels without him!

Spotlight on Steve Rosinski

Steve's affinity to the UH-1 (Huey) helicopter started in 1966, when he attended the Army's helicopter mechanic course. Shortly after training he was assigned to the 25th Infantry Division (Tropic Lightning) and served at the 25th Division's base camp at Cu Chi, Republic of Vietnam. Steve would complete two tours of duty in Vietnam, 1967 to 1969, where he served as a helicopter mechanic, gunner and crew chief. Steve spent a good deal of his time maintaining a UH-1D Huey with serial number 65-9654. He also volunteered for MEDCAP missions which helped to support medical personnel that treated nearby



Vietnamese villages. He received numerous awards and decorations for his Vietnam service. In 1974, after a break from active duty, Steve joined the only helicopter unit in the Delaware Army National Guard. Once again, he served as a mechanic and crew chief. He also took on the additional duties of aerial gunnery instructor, hoist operator on a medevac helicopter and platoon sergeant. In 1985 Steve would have a great reunion with his old ship from Vietnam, serial number 65-9654. It had been converted to a UH-1H model with the new Lycoming L-13 turbine engine providing significantly more horsepower. When the ship he was scheduled to fly, developed a maintenance problem, he was told to get another to complete the mission. When he looked at the logbook and saw the serial number, it was like a long-lost friend had returned home. As a result of the Gulf War, Steve would be called again to active duty in 2003 and served as a mechanic and crew chief in his medevac unit stationed in Ft. Lewis, Washington for a year. He flew many missions that aided the military and civilian population. Going to college at night, Steve earned a bachelor's degree in mechanical engineering. He also studied at night and took the FAA test to be an airframe/power plant (A&P) mechanic. Steve joined the Liberty War Bird Association after Huey 823 was delivered to the hangar for restoration. He brings forty years and 5,100 flying hours of experience to LWBA as a Huey mechanic with a FAA A/P certificate. Steve Rosinski is a critical part of the maintenance team that every Saturday provides the TLC to keep Huey 823 flying.

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So...SMILE for us, please!

We sincerely appreciate everything our many supporters do for us. Thank you.

Want to help?

To any of our brothers and sisters who in their storied past have busted a few knuckles, injected safety wire or cotter pins, inhaled jet fuel or synthetic oil, or eaten zinc-chromate putty or pro seal, Liberty Warbirds is looking for you! If you live close (relatively speaking) to LZ Lititz, we need to talk! LWBA is performing a Phase Inspection on our UH-1H helicopter (#Huey823) and can always use some additional hands, a little more experience, and surely some well intentioned criticism! Any of you ASF 28, 48th Aviation (Blue Stars), 82nd CAB mechanics, we need your stories and your talents. Thanks!!

Come out to the hangar at Lancaster Airport and look for David B. Jones, or contact him at QCDir@libertywarbirds.com

From the Editor

EDUCATE. Today's public deserves to understand and learn about the vital impact Huey 823 and other aircraft had for our soldiers during the Vietnam War.

HONOR. Our Vietnam veterans deserve a chance to re-experience a Huey, and to have their stories told.

RESTORE. We believe that bringing these historic aircraft back to their former glory is the ultimate tribute to the historic missions they and their crews flew.

One of the things we would like to do in future issues of this newsletter is to share more of the stories from our members. We know that there are a lot of you who live many miles away and can't easily get to the hangar. Wouldn't you like to share your stories with others? This would be

a good way to do that. In addition, we are working on rebuilding our Liberty Warbirds website and would love to be able to include stories and photos of our Vietnam veterans on it as well.

If you are interested in sharing your stories and/or photos with us, or if there is something you would like to see featured in upcoming issues, please contact Jane O'Donnell by email at bobnjaneo1@juno.com

Feel free to forward this newsletter to anyone you know who might have an interest in Liberty Warbirds Association, and encourage them to subscribe by sending their name and email address to the editor. We might get some stories and additional history from them as well.

Till next time,

Jane O'Donnell
Editor

Liberty Warbirds is a 501c3 non-profit. We are a 100% volunteer organization that has restored a Vietnam veteran UH-1H helicopter back to flying status.