

# Project Phoenix

Update 6 – October 1, 2015



1426 rolled out of final paint last week and she sure looks great! CGAA extends a warm handshake to the Aviation Logistics Center's paint team, who applied the traditional mid-1970s livery and decals! Below, she is seen in "before" photos en route to ALC's paint shop from the FBO hangar before dawn on September 14<sup>th</sup>.



Here she is on induction in her primer gray color with red/orange tail pylon fairing. Painters are masking certain areas prior to final paint.



You couldn't ask for a more professional paint job. The painters were a little dissatisfied with the first coat in some places, so they scuff-sanded and touched her up a bit.





**They had to cover up the black anti-glare paint on inboard portions of the sponsons and the glare shield.**



**Aircraft covered in plastic to sand and re-spray orange on the nose where a few paint runs occurred.**



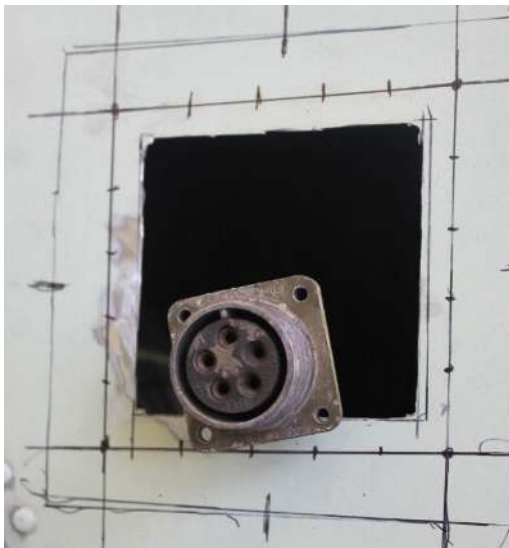


**Another shining example of the pride of the ALC paint crew! Almost done..... BZ!**





Before final paint, the VectorCSP team installed restored tail rotor pedal boots (canvas with new zippers) and addressed newly-detected corrosion around starboard hover light cannon plug receptacle near the sponson V-brace.



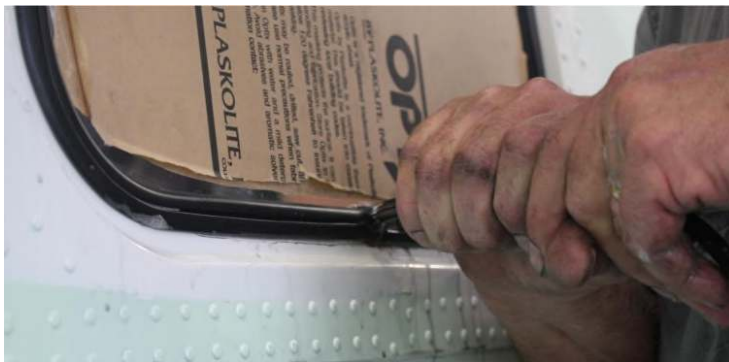
The engine, transmission, oil cooler, and tail drive shaft cowling were installed prior to final paint.



The photo below shows the upper assembly of the port sponson float bag cover. Material is sandwiched between the two riveted aluminum strips. The assembly bolts to the sponson, and wraps around the anti-collision light. The lower cover (not shown) is bolted to the lower flange of the sponson, sandwiched between an aluminum strip and the float bag itself. The photo shows an early stage of manufacture. Covers will be fitted to the aircraft prior to riveting and painting of flanges.



VectorCSP's John Siemens and Craig Simmons are shown installing new Plexiglas windows in the cabin and on the cabin door using a special bead insertion tool borrowed from the ALC HH-60 Product Line. This procedure requires the use of mild soap and water.



**1426 is ready for final paint!**



**While the aircraft undergoes final paint, the Vector team re-replaces potting on main rotor blades and re-paints them. Original stenciled specs were photographed before painting and new stencils were created using a 50-year-old stencil machine! (The kind some of us used to mark our issued clothing!)**





**Craig Simmons is shown installing the main rotor head. Telephonics has provided excellent forklift support, hoisting the T-58 engine, rotor head, and gearbox on numerous occasions.**



**Torquing rotor head retaining nut with special tool. Rotor shaft boot can be seen installed on swash plate, and will later be attached to the base nut.**







**Spindles, dampers, pitch change rods, & droop stops have been color coded. Rotor shaft boot is now attached to the retaining nut. All pitch change & damper boots are in great condition.**



**Crating main gearbox with rotor head.**



**Assembling wheels using tires & tubes donated by Goodyear. White powder on tire is assembly talc.**







This aircraft will be immaculate when trucked to Udvar-Hazy for final assembly and suspension over the north hangar. Remember, CGAA has planned this project for ten years and we are excited it is coming to fruition. You will be able to take your children, grandchildren and great grandchildren to see this “first of its kind” technological marvel that set the stage for our modern turbine-powered craft.



Artist's conception of HH-52A 126 suspended in military aircraft wing of Udvar-Hazy

*Let's turn for a moment to what is needed from you. We need your generous contribution toward this exhibit that will be viewed by millions of people over the coming years. This is the centerpiece of our 2016 100<sup>th</sup> Anniversary of Coast Guard Aviation. We need to raise approximately \$150,000 to augment monies that have, or will be, expended from our USAA account just to complete Phoenix. Moreover, our goal is to have a substantial amount of money to fund 2016 100<sup>th</sup> Anniversary events. CGAA will award a life membership and a special commemorative challenge coin for a donation of \$250 or more, and a one year CGAA membership (including 3 25-page issues of the "PteroGram" newsletter) for a donation of \$30 or more. We urge you to recognize that this is, and will probably be, the first and only Coast Guard aircraft on display in this prestigious collection for many years. We will be grateful for a donation in any amount. Please send your donation by check to:*

**Treasurer  
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