

# **UH34 Restoration Project Newsletter For Our Donors, Supporters And Friends**

VOLUME 1, ISSUE II

Winter 2004

## **Website**

Our WEB Site is currently under reconstruction and will be our primary vehicle for communication with the public. It will change in character when the restoration is complete and the focus of the project changes to public display. In 2005 look for information about our future home, air show schedules, media coverage, items for sale/trade, sponsor recognition etc and the first flight of YN19 since 1971. This newsletter and other documents will be viewable on line in color in 2005.

## **Editorial Policy**

It is the policy of the association not to mention business, individual and volunteer names in our stories unless their efforts are generally known to our readers or especially significant to the story.

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## **Restoration Progress Report**

We're getting there! We are pleased to report that 90% of the mechanical work has been completed and we have all of the mechanical components necessary to complete the restoration. We have a zero time overhauled engine, an overhauled transmission with 500 hours remaining and four re-certified main rotor blades with 800 hours remaining, all of which have been donated. The engine and access doors, tail pylon, gear boxes, tail rotor and drive shafts, fuel cells, troop seats, hoist and internal APU have been installed. The aircraft has been painted and decals applied on both the interior and exterior. About 50% of the avionics work has been done with interior and exterior lighting, hoist control and miscellaneous other systems complete and tested. The instrument panel is finished and installed, and will be certified as each system is tested. We expect the restoration phase to be completed in the summer of 2005 with ground test of all systems including engine run up and rotor engagement commencing in the spring.



**YN19 outside in Fall 2004**



**Engine Installed**

## **Project Funding**

Once the restoration and flight test phases of the project are complete, we anticipate that the operational phase will be funded through our corporate sponsorship program (see "Corporate Sponsors" p. 3) and air show revenues. The air show revenues consist of show participation fees paid to us and attendee tour donations. In the interim however, we still have ongoing expenses that need to be met before the above mentioned revenues

are realized in late 2005 or early 2006. We ask you to consider an additional donation to assist in completion of the restoration and flight test phases. Please note, our donors will receive invitations to our dedication ceremony which will include an open house at our new location (see "Our Future Home" p.2). They will also receive priority as complementary air show tickets become available.

## “Tiger” Veterans Reunion

In May of 2004 twelve former members of HMM-361 and HMM-362 converged on Jamesport, NY for a working reunion. Old comrades met, some who have not seen each other since they served together in Vietnam. A field tent and cots were borrowed from the USMC command in New York and a mess tent was set up next to our personnel trailer. The visiting Tigers and our regular volunteers accomplished much during their stay which lasted up to 2 weeks. Keith Cameron, Ben Cascio, Walt Cohoon, A.C. Daniel, George DeBarge, Barry Diamond, Scott Estabrook, Frank Flagg, Ron Hatton, Dale Houghton, Larry Isham and Russ Tyrell traveled from as far away as the West Coast to assist us in installing the engine, drive shafts and other important tasks where their service experience from many years ago was essential. Two Long Island newspapers sent reporters who interviewed the attendees and took photos/video. (see “Media Coverage” p.3).



**Tigers Field Tent (“Hootch”)**

## Our Future Home

Our current home, which has served us well for the last 3 1/2 years, is inadequate for flight test operations as moving YN19 outside/inside is a major effort (see below). As a direct result of newspaper coverage of the Tiger reunion (above) we have been offered the opportunity to relocate to Long Island Mac Arthur Airport (ISP) in Islip, NY with ample hangar, office, meeting, museum and classroom space to meet our needs. This shared facility is being provided through a generous offer by an avia-

tion oriented benefactor. The new location is close to the geographic center of Long Island thus providing easier access for visitors, especially school tour groups, and will mark the beginning of our public education initiative. Furthermore, visitors arriving by private aircraft will be able to taxi directly to and park adjacent to our hangar. We are now awaiting the construction of the facilities and anticipate moving sometime in mid to late 2005.

## The Squeeze Play

In November of 2004 one of the few remaining mechanical tasks was installation of the transmission and alignment of the drive shaft from the transmission to the engine. However, the ceiling of our current home is too low to install the transmission and the footprint of the landing gear is too wide to move the helicopter through the door. We decided to try moving the aircraft through the door canted sideways. We recruited nine volunteers with strong backs (and weak minds) for the job. One wheel was moved outside and a forklift with a side moving carriage lifted the gear along with the volunteers pushing on the other wheel, which was sitting on an oiled steel plate. This took the better part of a day to accomplish. The transmission was then installed, the drive shaft was aligned and the transmission was removed. The process was reversed 2 weeks later.



**Easy Does It Guys, It's A Tight Squeeze**

# Transporting The Helicopter

In March of 2004 we purchased and then traveled to Georgia to pick up a used 40' trailer that was designed specifically to transport a UH34. Upon its arrival here, we sand-blasted and primed the chassis to protect it. It was designed to have a crane lift and load the UH34 unto the trailer. We found that approach to be unacceptable because of the costs associated with crane rental, and the uncertainty of the equipment condition and operator skill. The trailer is now in the process of being re-engineered and modified for our use including installation of an air ride suspension and hydraulics to facilitate loading/unloading of the helicopter by a two man crew. An additional modification will be the addition of removal side panels that will contain the names and/or logos of our corporate sponsors and squadron name/patches. It is our intention to trailer the helicopter while traveling for risk and cost reduction. Aviation fuel at the time of this publication was \$3.50 per gallon and at cruise the engine burns fuel at the rate of 75 gallons per hour.



**Ground Transportation Trailer**

## Corporate Sponsors

Corporate sponsorship is standard practice for covering operational and maintenance costs of restored military aircraft such as the UH34. We are now initiating sponsorship programs for both national and regional corporations at the following levels with discounts for multi-year commitments:

- Platinum
- Gold
- Silver
- Bronze

Contributing sponsorship and Underwriting sponsorship of the museum is also available.

As the helicopter travels to/from and participates in air shows and other public events, our corporate sponsors will be recognized for their support on the trailer and with corporate banners. Our museum and hangar will provide additional displays of their support. The helicopter will also be available at additional cost for corporate special events. Please contact us if you know of any corporation that may have an interest in this program. See our Website for more details.

## Media Coverage

Since the inception of the project in 2001 there has been extensive media coverage of the project, its progress and the volunteer staff. Our first newspaper story was in Long Island Newsday (the largest newspaper on Long Island) in November of 2001. It was a two page story which resulted in new additions to our volunteer staff and the initial public awareness of the project. Since then, media coverage has included many stories in community newspapers, the New York Daily News, corporate newspapers, local township veterans newsletters and "Frontlines" published by the Marine Corps Times. In addition, radio station coverage has ac-



**Suffolk Times May 2004**

companied our open house events. In May of 2004 Long Island Newsday again did a two page feature story on the Tiger Veterans Reunion (see p. 2) including a thumbnail sketch on the front page. The Suffolk Times (the second largest Long Island newspaper) also did a two page story, including front page coverage. In November of 2004, a Marine Corps reporter visited to do a story for the official Marine Corps Website which newspapers use as a resource for articles of interest to their readers. The article and photos were published on December 9th at [www.NYMarines.org](http://www.NYMarines.org) and [www.USMC.mil](http://www.USMC.mil). We will include links to, or facsimile of, the stories on our Website in 2005.



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***An All Volunteer  
IRS registered 501 (c) (3)  
Charitable Organization***



***We're on the Internet at  
www.34Restoration.org***



**THE MARINE CORPS VIETNAM HELICOPTER  
MEMORIAL, HISTORY AND EDUCATIONAL  
RESTORATION PROJECT  
HAS BEEN ENDORSED BY:**

- U.S. Senator John Glenn (D-Ohio)
  - U.S. Senator John McCain (R-Arizona)
  - U.S. Senator Charles Schumer (D-New York)
  - U.S. House of Representatives 1st District New York  
Congressman Tim Bishop
  - U.S. House of Representatives 2nd District New York  
Congressman Steve J. Israel
  - U.S. House of Representatives 3rd District New York  
Congressman Peter T. King
  - U.S. House of Representatives 4th District New York  
Congresswoman Carolyn McCarthy
  - Town of Oyster Bay  
Supervisor John Venditto
  - Former NYPD Deputy Commissioner Counter Terrorism Bureau  
Frank Libutti LtGen USMC (retired)
  - Intrepid Sea-Air-Space Museum  
President Martin R. Steele LtGen USMC (retired)
  - Marine Corps League Detachments of Suffolk County
  - Vietnam Veterans of America Suffolk Chapter #11
  - Many Long Island School Districts
- AND OF COURSE  
All of our Volunteers, Donors, Supporters and Friends

**We welcome your questions, comments and suggestions  
Snail Mail or E-Mail as noted above or  
Phone 631-827-5526 any day from 8 AM until 8 PM EST**

**MARINE HELICOPTER SQUADRON 361 VETERANS ASSOCIATION, INC.  
DONATION FORM**

Mr. Mrs. Other \_\_\_\_\_ **Name:** \_\_\_\_\_

**STREET ADDRESS/PO BOX** \_\_\_\_\_

**CITY:** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP CODE** \_\_\_\_\_ - \_\_\_\_\_

Home. Work **Phone:** \_\_\_\_\_ **E-MAIL Address:** \_\_\_\_\_

**Yes, I would like to contribute to the UH-34D Marine Helicopter Memorial Restoration Project.**

**Enclosed is my tax deductible contribution of:**  
\$20 \$50 \$100 \$500 \$1,000 Other \_\_\_\_\_

Please make checks payable to:  
Marine Helicopter Squadron 361 Veterans Association, Inc.

**Note: Donations of \$500 and above entitles you to have a persons name, corporate name, or "in memory of" on our monument plaque. (Only one name per donation.)**

In Memory of: \_\_\_\_\_ Branch of Service: \_\_\_\_\_

**Our Mailing Lists are  
not sold, rented,  
shared or otherwise  
distributed to anyone.**