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Rise of the Phoenix



As the Coast Guard celebrates its official centennial anniversary of flight, members restore HH-52A Seaguard helicopter to be put on permanent display at the Smithsonian

BY RETIRED COAST GUARD CAPT. THOMAS KING

The history of aviation has its roots in the Mid-Atlantic region, and although the Wright brothers' first flight occurred with the help of surfmen from Life-Saving Station Kill Devil Hills in the Outer Banks of North Carolina, the Coast Guard didn't officially sanction aviation until an act of congress on Aug. 29, 1916.

As the Coast Guard celebrates its official centennial anniversary of flight, a group of prior service and active duty members rejoiced at the inclusion of the first Coast Guard air-

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Pictured here are two Sikorsky HH-52A Seaguard helicopters. The Seaguard was the world's first turbine engine amphibious helicopter, and in service for the Coast Guard between 1963 and 1989.
U.S. COAST GUARD

craft to be put on permanent display in the Smithsonian, at the National Air and Space Museum's Steven F. Udvar-Hazy Center in Chantilly, VA.

Preserving History

Most of the credit goes to members of the Coast Guard Aviation Association, a fraternal association, with the goal of preserving and displaying Coast Guard aviation history. Within this organization, there were about a dozen members who were vital to the restoration of an HH-52A Seaguard helicopter to be inducted to the Smithsonian, and one member stands out as having worked on this project the longest — retired Coast Guard Capt. Thomas King.

Although King retired in 2004, his work in preserving Coast Guard history began in 1986 when he served at Coast Guard Headquarters.

The Coast Guard was in the process of replacing the nearly 100 H-52A Seaguard helicopters it acquired, and King needed to find a home for nearly 75 of them.

"I wanted as many H-52s to go in museums as possible," says King. "The Coast Guard was really the only organization that flew the H-52, and frankly, it is a very iconic Coast Guard item."

The act of retiring an asset comes with a required General Services Administration process. Even with King's desire to preserve the 52s in museums, he had to offer them in a tiered process to federal, state, and then local agencies, but because the aircraft wasn't very desirable compared to others, King was able to explore other options.

King set his sight on a couple specific museums — The Coast Guard Museum in New London, CT, and the Smithsonian National Air and Space Museum in Washington.

"It was probably around 1988 that I began trying to get one in the Smithsonian," says King. "At that time, the only National Air and Space Museum facility was the one at the National Mall, and they didn't have any room for it."

King's attempt at the Coast Guard Museum came near the end of his Coast Guard career but was abandoned after he learned the museum was too small for the helicopter, and efforts with other museums met similar fates.

A year after King retired, he became the vice president of museums, artifacts, aircraft and restoration for the Coast Guard Aviation Association. There he continued the work to preserve the 52s.

In 2003, the National Air and Space Museum opened the doors to the new Steven F. Udvar-Hazy Center in Chantilly, VA, and King renewed his efforts to put a Coast Guard helicopter on display.

Switched Aircraft with Vo-Tech School

The Smithsonian was willing to display the aircraft, but in order to do so; it would need to be fully restored. The process of finding a viable candidate began, and Project Phoenix began to take flight.

The CGAA was once again on a holding pattern until October 2012 when it held its annual roost that year in Sacramento, CA. At the roost, retired Coast Guard Cmdr. Larry



Pictured here is Lt. Thomas King while on a deployment aboard the Coast Guard Cutter Polar Star January 1981 in support of operation Deep Freeze. King retired from the Coast Guard as a captain in 2004.
U.S. COAST GUARD

Evens informed the CGAA he knew where a good candidate might be.

"[Evens] made us aware of the fact that when he retired, he became director of a vocational-

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technical school in Van Nuys, CA," says retired Capt. Mont Smith. "It was called the North Valley Occupation Center, and he said there was a helicopter there that was in relatively good condition."

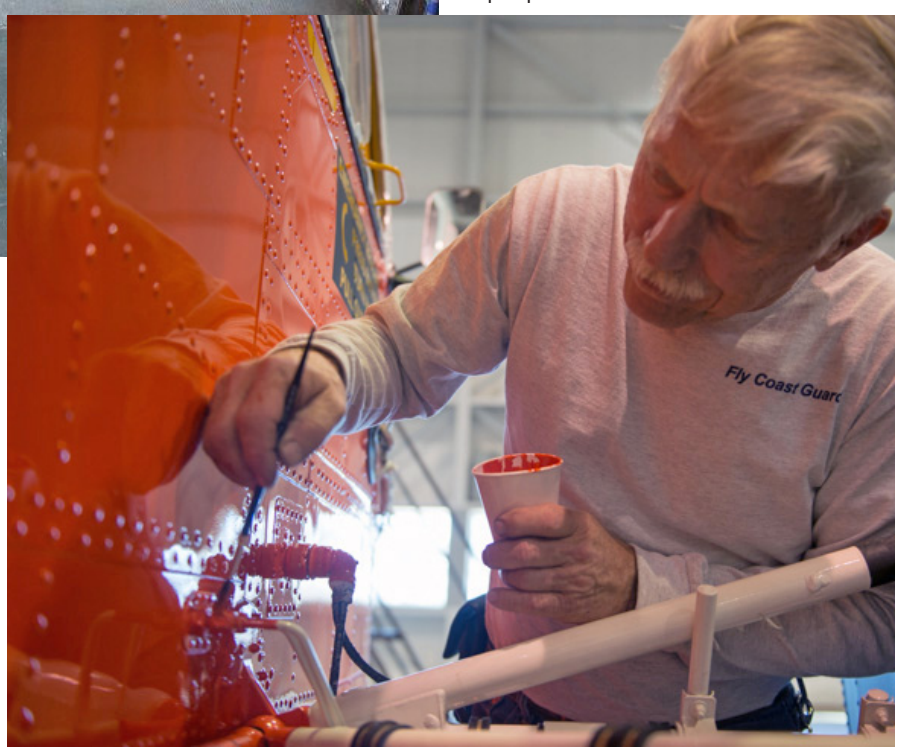
The CGAA began to negotiate with the North Valley Occupation Center to see what the possibility would be of acquiring the helicopter. The school was anxious to get something more modern.

At that time, the Coast Guard was retiring the fleet of HU-25 Guardian jets, and after many negotiations between the CGAA, the Coast Guard, and the school, it was determined the Coast Guard could fly an HU-25 candidate to the school in exchange for the helicopter.

Restoration By Former Coast Guard Personnel

In November 2014, the final intricate piece fell into place. Retired Coast Guard Capt. Stanley Walz, who owns Vector CSP, an engineering and logistics company mostly made up of retired and former CG aviation personnel, met with King.

Walz's company had a number of people in its workforce who worked



Retired Coast Guard Capt. Stanley Walz, owner of Vector CSP, provided the workforce needed to restore the HH-52A Seaguard helicopter so it would be museum ready.

U.S. COAST GUARD PHOTO BY PETTY OFFICER 2ND CLASS DAVID MARIN

Right: Retired Coast Guard Capt. John Siemens paints the 1426 during the finishing touches Thursday, Feb. 18, 2016, at the Udvar-Hazy Center in Chantilly, VA.

U.S. COAST GUARD PHOTO BY PETTY OFFICER 2ND CLASS DAVID MARIN

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Pictured here is the Sikorsky HH-52A Seaguard helicopter, tail number 1426, which was hung Thursday, March 24, 2016 at the Smithsonian's Udvar-Hazy Center in Chantilly, VA. The 1426 is the first Coast Guard aircraft to be added to the Smithsonian's collection.

on the H-52s when the aircraft was in service. Some were original metal benders and knew the parts and work that would be needed for the project.

The company took on the project, and retired Coast Guard Capt. John Siemens and retired Chief Warrant Officer Craig Simmons took on the bulk of the workload.

"That was really a blessing in disguise," adds Smith. "The concept of trying to get the right number of skilled volunteers to work on this aircraft, people who were very familiar with the systems of aircraft that was over 50 years old, would have been very difficult for us."

A year later, the restoration was complete — just in time to meet their Spring 2016 deadline.

"The National Air and Space Museum has always recognized the importance of the United States Coast Guard, but we have never had the opportunity to acquire and display an appropriate Coast Guard aircraft until now," says museum curator Roger Connor. "This HH-52A is fully representative of the service's life-saving mission and is arriving just in time to celebrate the centennial of Coast Guard aviation."

Thanks to King, the Coast Guard Aviation Association and the large effort and sacrifices of a few, the H-52 is the first aircraft in the world's largest aviation collection to represent the nation's smallest armed force — the Coast Guard.

"I think it is always great for people to be able to look at an aircraft in a restored condition and say, 'wow, that's our history right there,'" says Smith. "Having the H-52 in the Smithsonian is really an opportunity for notoriety."

King would like to acknowledge retired Coast Guard Rear Adm. Robert "Bob" Johanson, who got the current effort started along with King in 2005 and then kept it alive until its completion.

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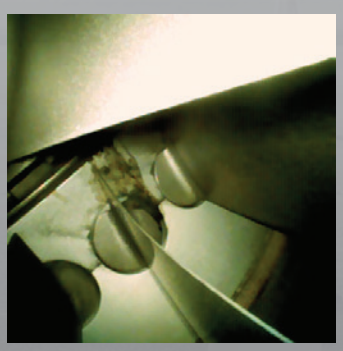



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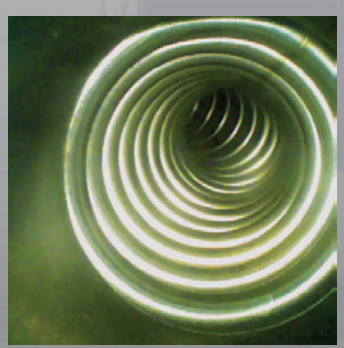
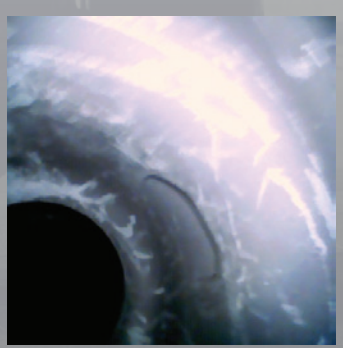


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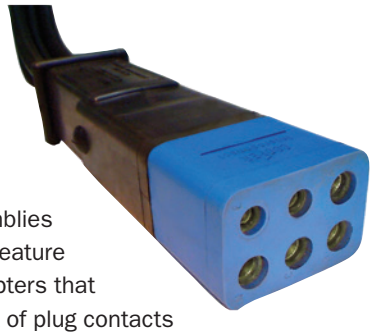

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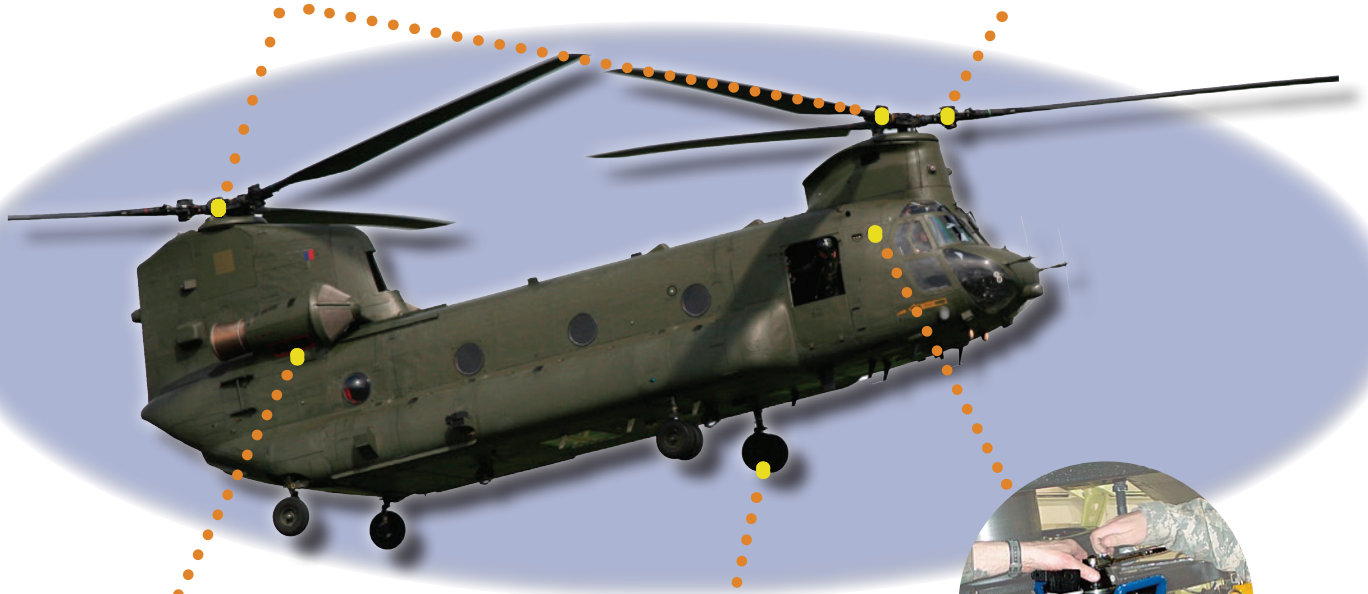



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INFORMATION ASSURANCE SPECIALISTS INC. (IAS)

Information Assurance Specialists (IAS), a manufacturer of portable, secure communications solutions, is now working with GC Micro, an information technology company specializing in IT hardware and software, to provide portable secure communications solutions to the federal government via GC Micro's NASA Solutions for Enterprise-Wide Procurement (SEWP), Government Wide Acquisition Contract (GWAC). For further information visit www.iaspecialists.com.

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Towable Electrical Power Carts

JBT MILITARY GSE

JBT supplies towable, diesel driven power carts designed to supply 400 Hz AC, 270v DC, and 28v DC power to military fighter and cargo aircraft of all types. JBT supplies combination power carts, supplying multiple types of electrical power, and combination power and conditioned air carts that supply both electrical power and conditioned air for fighter and cargo aircraft. For more information call (801) 629-3423 or email scott.gwilliam@jbtc.com.

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Hangar and Central Power and Conditioned Air Systems

JBT MILITARY GSE

JBT supplies central system power and conditioned air systems for use on military fighter, cargo, specialty, and tanker aircraft. The designs from JBT are capable of cooling and powering multiple aircraft stations within a hangar facility. JBT products include the main cooling and power units as well as the line-drop compensators and step-down transformers necessary for a distribution system. JBT designs are currently supporting the F35 and other combat aircraft. For more information call (801) 629-3423 or email scott.gwilliam@jbtc.com.

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Snow Plow Cutting Edge

KUEPER NORTH AMERICA

Kueper North America is the exclusive distributor of Kueper speciality snow plow cutting edges in North America. Kueper products are used in 45 states, eight provinces and 50+ airports and Air Force Bases. Its GK 5 rubber and ceramic cutting edge is used wherever rubber and polyurethane cutting edges are appropriate but lasts up to 10 times longer. For more information contact Gardi Willis, managing director Kueper North America: gwillis@kueperblades.com, 843-723-7361, www.kueperblades.com

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Videoscopes

TITAN TOOL SUPPLY CO.

Titan Tool's TVT Series videoscopes provide high-quality, remote visual inspections during aviation maintenance. Lower in cost than comparable videoscopes, the TVT line includes five different models with working lengths from 1m (40 inches) to 3m (118 inches) and three diameters (2.8mm, 4.5mm and 6mm). The videoscopes feature an easy-to-use mechanized (rather than manual) joystick that uses input to directly control camera articulation. This results in smooth and accurate control of the articulating tip with immediate response to the joystick inputs. It also allows the camera tip to be steered through narrow bores, channels, and through complex curves. For more information visit www.titantoolsupply.com.

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FOD Cleanup HEPA Vacuum

CLAYTON ASSOCIATES

The FOD Cleanup HEPA vacuum provides performance and filtration to collect FOD and debris from maintenance or manufacturing operations. HEPA filter safely captures hazardous dust like hexavalent chromium, cadmium, strontium and more. The vacuums are in use by NAVAIR, Army Aviation, and USAF for FOD cleanup. This kit includes the vacuum, 20-foot hose and various cleanup tools. Available with NSN 4130-01-503-9359 (air powered) or 4130-01-459-0563 (electric). For more information visit www.dustlessmadesimple.com.

www.aviationpros.com/12204442



65-ton Axle Jack

MALABAR INTERNATIONAL

Malabar's 65-ton axle jack, Model 65P10 (NSN 1730-01-544-6535), services a wide range of military aircraft. Malabar jacks are built to withstand harsh environmental conditions and rugged use, and provide many years of continuous service. For more information visit www.malabar.com.

www.aviationpros.com/12204465

Air and Power Carts for Fighter Aircraft

JBT MILITARY GSE

JBT supplies high pressure conditioned air carts specifically designed to cool avionics in fighter aircraft. Units are designed to operate with diesel or shore-based power, delivering 45 tons of refrigeration capacity, at ambient temperatures of 60 C (140 F), at pressures of 3 to 5 psi. Options are available that combine conditioned air and electrical power supply. For more information call (801) 629-3423 or email scott.gwilliam@jbtc.com.

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