



Cessna YH-41A "Seneca" Helicopter Restoration Project

Army Aviation Museum Foundation board member James Bullinger will help to raise funds for a restoration project to restore the last Army YH-41A helicopter, currently in storage. Aircraft 56-4244 is one of 10 CH-1Bs, designated the YH-41A, built by the Cessna Aircraft Company in the 1950s for civil and military markets. Bullinger will climb Cotopaxi, a 19,347 ft volcano in Ecuador in February. Donors will be asked to pledge towards Bullinger climbing the last 4,586 feet to summit with a small bonus for reaching the top. The goal is \$9,500, with any extra funds raised going to future restoration projects. The YH-41A has been in storage for about 50 years and the AAMF is attempting to restore and display this aircraft in the new Training Support Facility later in 2021.



James Bullinger inspects the exterior of the Army YH-41A helicopter in storage.



Time has taken a toll on the fuselage, as the aging paint shrinks, cracks and flakes off the metallic exterior skin.



The aircraft needs some minor repairs in various locations, to include the right-side stabilizer fin with dents and smashed metal.



In addition to repainting, the aircraft's plexiglass windshields are badly oxidized and no longer clear. With care, all the windows will be restored to their original clarity.



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Right. The instrument panel and the center pedestal need careful work to clean and restore the gauges, switches, lights and controls. Note the flaking and missing paint from the surfaces of the collective and cycle controls. Attempts will also be made to restore vintage era communications and navigation radios that are missing. This aircraft was assigned to the Aviation Test Board located on Cairns Army Airfield at Fort Rucker and used for test and evaluation purposes.



The interior of the cabin requires work to clean, repair and replace the deteriorating upholstery, sound-proofing, belts and straps. Above is one of the two back passenger seats and below is the pilot's seat.

Below. With the aircraft rotary-piston engine mounted in the nose of the fuselage and ahead of the instrument panel, the driveshaft passed between the pilot and copilot's seats into the transmission in the cabin and then turns 90 degrees to drive the rotor mast which passes up through the cabin roof.

