

Sikorsky Archives News

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June 2000

The PanAm Connection



IGOR I. SIKORSKY HISTORICAL ARCHIVES INC.



Sikorsky S-42 Trailblazer

Pioneering the Routes with the S-38



Above: Pan Am S-38 in early paint scheme before the famous logo made its appearance.

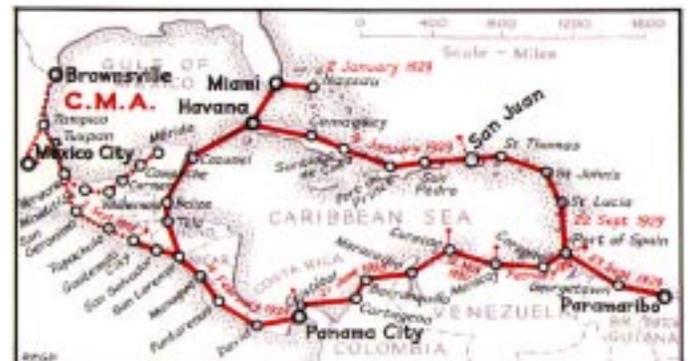
Below: A Pan Am S-38 discharges passengers and Mail.

First Steps came with the purchase of the S-38. Igor Sikorsky dubbed his floatplanes "Amphibians". He always maintained that as they were different from the amphibians of nature, they deserved a special name. Unfortunately Webster's Dictionary stubbornly refused to recognize this word. However it became a distinctive Sikorsky trademark. It was during the pioneering flights for Pan Am that Igor met Charles Lindbergh, forming a lifelong and productive friendship.



The S-38 first flew on June 25 1928. While considered an ugly duckling by some, it quickly proved to be one of the most efficient and practical airplanes of its time. A Navy test pilot at the time called it a better ship than any other of its size and power. Like its predecessor the S-36, it was used on many exploration flights including Martin and Ossa Johnson of "Ossa's Ark" fame, but that is a story that will be told in another "NEWS".

S-38. Ten Seater powered by two Pratt & Whitney Wasp radial engines. Completed May 1928, Cruising speed 100 mph, max. speed 130 mph. Pioneering flights to South America made by Igor Sikorsky, Boris Sergievsky, and Charles Lindbergh.



S-40 American Clipper



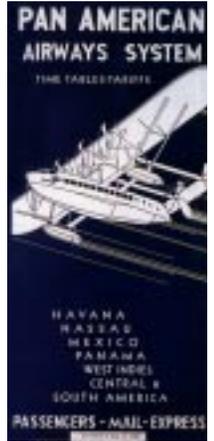
A quantum leap or so it seemed at the time. The S-40 at 17 tons was more than twice the weight of its predecessor the S-38. It was powered by four Pratt & Whitney Hornet engines. Experience with the route pioneering done by Charles Lindbergh and Igor Sikorsky in the Pan Am S-38 contributed to the design. Three were built, and christened "American Clipper", "Caribbean Clipper", and "Southern Clipper". The first, the "American Clipper" was christened by Mrs. Herbert Hoover at a Washington ceremony. The aircraft went on to give exemplary service for many years.



S-40 off Miami



At Havana Cuba



"We feel justified in considering the American Clipper the forerunner of a series of other glorious clipper ships that established American airline operation across all oceans"

-Igor Sikorsky

S-42 Takes Over



New Ideas were needed for better economics and performance, and besides four improved P&W Hornet engines, the S-42 also had wing flaps and the new Hamilton Standard constant speed propellers. On August 1st 1934, coincidentally the very day a letter from the National Aeronautic Association was received inviting Sikorsky to establish records, the S-42 flown by Boris Sergievsky established no less than eight speed and load over distance records, putting the US in the lead internationally.



Sikorsky and Sergievsky disembark after a test flight.



Boris Sergievsky



Sikorsky and Lindbergh on a test flight

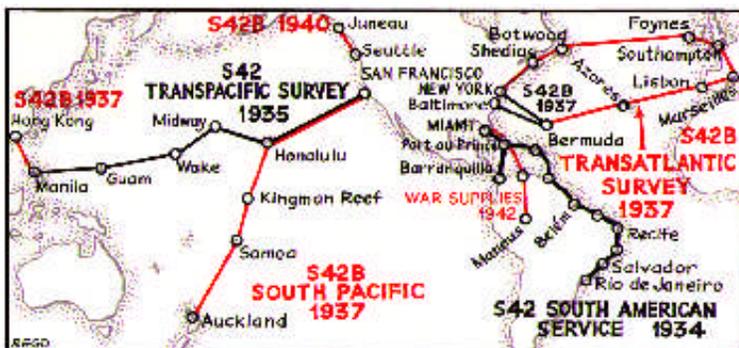
Pan AM Personalities



Juan Trippe
Pan Am Founder



Capt. Ed Musick
Chief Pilot



"The successful flights of the S-42 across both major oceans may be considered as concluding the pioneering period of aviation."

- Igor Sikorsky

News of the Archives

Congratulations Harry



Archives Director Harry Hleva received a special award from Sikorsky President Dean Borgman at the Sikorsky Volunteers Dinner held at the Grassy Hill Country Club on May 9. The award recognised his major contribution to the S-44A Restoration project. This was completed a year ago when the flying boat was officially put on display by the New England Air Museum at Windsor Locks, in a ceremony at the Museum. To quote the citation;

"Our recipient spent 36 Years working at Sikorsky before retiring in 1977. Volunteering is nothing new for him. His approach is always "let me help you with that". In 1987 he accepted the position of volunteer coordinator for the VS-44A flying boat restoration. The small stipend he earned could hardly pay back the numerous hours he spent on the

"Let me help you with that"

project. He did it all, and the project was completed thanks on large part to his work. During this time, he also found time to work with projects through St. Mark's Church in Stratford. Since completion of the flying boat project, he has continued to volunteer his services with the new England Air Museum and the Sikorsky Archives. This special award goes to Harry Hleva, whose efforts epitomize the spirit of Sikorsky Aircraft".

JOIN THE ARCHIVES

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Membership

We are now up to Member No. 152. The membership cards have been redesigned, so if you have one of the original black-and-white cards, hold on to them. They are now collectors items. The new ones are grey and blue. It appears that many members may not have received membership cards when they joined. If you are a current member and would like a card, please let us know.

New Members

We are pleased to welcome these new members who will help provide the means for future generations to acknowledge Sikorsky aviation history.

Lewis Knapp
James Pernikoff
Edward Groves
William Smethurst
Carl McDonald
Thomas Lawrence

Rayner Powell
Adolph Plenefisch
Richard Burns
Robert Rice
A.G. Meyer

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Join The Archives Today. Help preserve the memory and works of a genius and his team .



S-42 Hong Kong Clipper Airborne. Painting © 2000 Andy Whyte

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