



Sikorsky Archives News

Published by the Igor I. Sikorsky Historical Archives, Inc. M/S S578A, 6900 Main St., Stratford CT 06615

The first S-58 was developed in 1952 for the U.S. Navy's HSS-1 Seabat.

The primary mission was to detect, identify, track or destroy enemy submarines. The HSS-1 was an integral part of the anti-submarine warfare fleet:



The Marines HUS-1 SEAHORSE & ARMY H-34 CHOCTAW quickly followed



IGOR I. SIKORSKY HISTORICAL ARCHIVES, INC.



(203) 386-4356 | (203) 386-4218

January 2007

Happy New Year

Worlds first helicopter space capsule recovery-May 5, 1961



Alan Shepherd is hoisted aboard the Marine HUS-1 aircraft at sea and transported to a naval ship. ☺

Dwight D. Eisenhower was the first U.S. President to use helicopters for transportation.

After a civil defense drill in a smaller helicopter, President Eisenhower established a requirement for a larger aircraft. Government safety and design experts selected the S-58 series as the preferred presidential helicopter.



On Dec. 30, 1958, the tanker African Queen ran aground and broke up 11 miles off Ocean City, Md. Rough seas made it too hazardous for surface crafts to attempt a rescue. 13 Coast Guard, Marine and Navy helicopters rescued 45 crew members to safety. Photos below show a Marine HUS-1 hoisting crewmen from the deck. Framed in the foreground is part of the superstructure of the bow of the tanker, which broke off and drifted away. ☺



Oil exploration with the S-58 in New Guinea, 1957

Three S-58 helicopters were operated by World Wide Air Services Ltd deep in the interior of New Guinea supporting a unique oil exploration project. Except for the initial site clearing, all site requirements were externally air lifted from the base camp. Each load was broken down to no more than 4,000 lbs, including the bulldozer and oil drilling rig. This was one of the earliest total external lift helicopter projects. ☺



Dan Libertino (second from left) the current Sikorsky Historical Archive president has not aged much. This was one of his early assignments.

S-58 flotation development expanded the aircraft's desirability for offshore oil operations.



Pop out wheel mounted flotation bags



Fixed pontoon design also referred to as "Hot Dog Floats"



The S-58 family of aircraft and derivative models was the last piston engine powered production helicopter produced at Sikorsky.

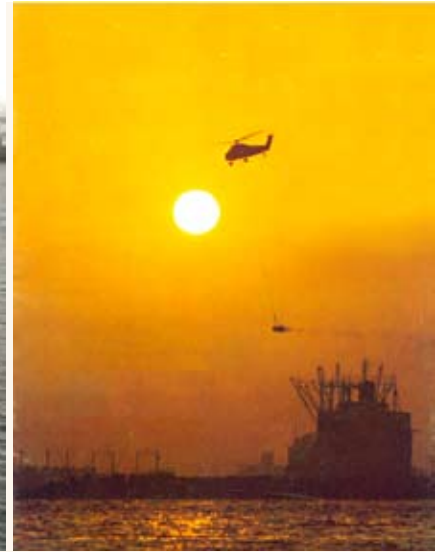


The HSS-1 was modified with GE T-58 engines creating the HSS-1F to develop a twin turbine helicopter shown above. The HSS-1F evolved into the S-61 (HSS-2), (VH-3), (CH-3) shown below.



During the early 1970's S-58 commercial operators and Air America requested that Sikorsky turbinize the S-58 to extend its useful life. The PT-6 Twinpac engine produced by P&WC was selected to rejuvenate the S-58 into the S-58T. The aircraft was certified in 1972 and production modification kits were produced keeping the aircraft productive to this date. ☺





The S-58T demonstrated its improved productivity over the Red Sea.

During the summer of 1976 Carson Helicopters used a fleet of S-58T helicopters to unload cargo ships in Saudi Arabia. The main port of Jeddah on the Red Sea was used for importing building materials to support the largest peacetime construction program ever attempted for the region. The harbor at Jeddah was jammed with over 200 freighters anchored and waiting to be unloaded. The turnaround time for unloading a ship was 40 days at best, with some ships sitting in the harbor waiting for 2 to 3 months. Carson Helicopters was contracted by the Saudi Arabian government to unload cargo from the

ships in harbor, with cement accounting for 40% of the cargo.

The Carson operation launched 6 to 8 S-58Ts in the air operating 6 days a week, weather permitting. The aircraft were operated 12 hours per day in removing high priority cargo from the ships which were clogging the harbor. Three aircraft were in the air at all times carrying 4200 pounds of cargo on 100 foot slings. The helicopters made a round trip every 3 to 4 minutes from cargo hold pickup to dock drop off. Damaged bags during handling produced a cement dust trail in the air. This successful operation was the first massive helicopter unloading of cargo ships on record. ☺

The Strange and Unusual



HSS-1 surveys dilemma at Beach Haven, NJ 3-62



Artistry with a Wessex S-58 in Salzburg, Austria

Sunshine and autumn blissful weather greeted the visitors at this years Sikorsky Family Day.

The Igor I. Sikorsky Historical Archives, Inc. proudly participated in the Family Day event with a booth displaying two large scale models of Igor Sikorsky's last flying boat, VS-44A (ca. 1941)

and his first successful helicopter, VS-300 (ca. 1939-41) periods. Joe Keogan is shown in left photo below surveying the model display.



Joe Keogan, Sikorsky retiree and the artist and author of available litho prints and books, was very busy signing many of the items. Frank Hunter and Dan Libertino are shown in the right photo above conversing with visitors. The Archives also had a table with complimentary handouts of historical information, including a very popular children's coloring book of early Sikorsky aircraft, and helicopters authored by

Tom Anderson an active member of the Archives. The coloring books were a big hit and can be made available in quantities to grammar schools (grades 1 through 4) by contacting the Archives at 386-4356. There were a number of volunteers that provided help setting up, servicing the visitors, and removing the display at the end of the day. The photos shown below only cover a portion of the day's activities.



Joe Keogan and Harry Hleva during an early break.



Dan Libertino and Harry Hleva with Al Dobyns and Bud Bennett in the background in both photos.



Bob Brady and Frank Hunter are taking a break waiting for the early morning crowds.



Joe Keogan and Bud Bennett are helping the visitors.



“The Sikorsky retiree volunteers and supporters of the Archives are dedicated to the preservation of the Legacy of Igor Sikorsky”, said Dan Libertino, Sikorsky Archives President, summing up the organization’s mission.

The first Sikorsky Family Day was held in 1944 during the R-4 helicopter production era shown in the photo below. You are requested to call the Archives if you can identify some of the people in the photos. ☺

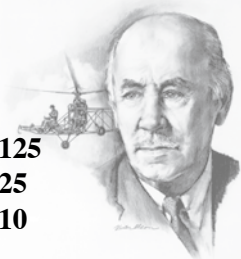


The first Sikorsky Family Day in 1944. Identified in Photo above: 1. Myles “BUD” Roosevelt, Product Support Dept. 2. Ted Heyse, Manufacturing. They were identified prior to press release.

Join *the* Sikorsky Archives

Igor I. Sikorsky Historical Archives Inc.

MS S 578A
6900 Main Street
Stratford, CT 06615-9129



Life Membership \$125
3 Year Membership \$25
1 Year Membership \$10

Please send a check or money order (do not send cash)
payable to The Igor I. Sikorsky Historical Archives, Inc.

Name _____

Address _____

City _____

State _____ Zip _____

Phone Number(s) _____



Newsletter designed and edited by
Lee Jacobson and Edgar A. Guzmán



**Join today and help preserve
the legacy of a visionary engineer.**
*Have you changed your mailing address since you
joined us? If so, please let us know.*



M/S S578 6900 Main Street, Stratford CT 06615

IGOR I. SIKORSKY HISTORICAL ARCHIVES, INC.



Visit us at Sikorskyarchives.com