



Sikorsky Archives News

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Model Building is "A Labor of Love"



S-16

Morris Pittorie



S-35

Lawrence Klingberg



S-38

Bill Wargo



VS-44

Bill Wargo



VS-300

Gene Kish



VS-300

Bob Jesperson



F4U Corsair

Bill Jennings



R-4

Christoph Schiermeyer



CH-53A

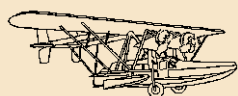
Bill Jennings

There are numerous model makers around the world who enjoy building vintage Sikorsky Aircraft models. Static and Radio Con-

trolled Models have been successfully built and flown. This issue is devoted to just a few of the identified individuals and their experiences. Future issues will

cover other enthusiasts who love the joy of model making, and we would welcome stories and photos of model making to enhance the future issues.

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The S-16 was designed in Russia in 1915 as a two seater reconnaissance escort biplane with a 110 hp engine. During World War One, it was eventually configured with a single Colt machine gun that was synchronized to fire between the propeller blades. Power was provided by an 80 HP Gnome-Lambda rotary engine. Thirty four were built, but not a single aircraft survived the ravages of time.

A full size replica was built in Stratford, CT in 1994 through 1996. The finished aircraft was unveiled at Bridgeport Airport (now Sikorsky Airport) in January 1997. Parts were obtained from Russia, and other sources and assembled in Connecticut. The restoration work was accomplished in Stratford by volunteers driven by a labor of love. The restored S-16 aircraft is currently located at the New England Air Museum.



S-16 in Russia



Restored S-16 at the New England Air Museum



Morris Pittorie and Harry Hastedt shown with their model at various stages of work-in-process.



During the period that the S-16 was being restored by Sikorsky Archive volunteers, Connecticut Model Airplane Club members Morris Pittorie and Harry Hastedt, who are enthusiastic model builders, decided that scratch-building a 1/4 scale model of the S-16 would be quite a unique and enjoyable project.

Construction took about 1-1/2 years. The model was equipped with a US .41 gasoline engine, a Futaba 6XA radio with six servos, and a 1300 mah battery pack. The 19 pound aircraft was finished with antique Solartex and spray-painted with cream dope. The fuselage and wings have drawn and painted insignia and graphics. The 1/4 scale model aircraft was not flown, and was delivered to Russia with love.

The S-35 was designed in 1926 as a twin engine aircraft to replace the S-29A. French World War I ace Rene Fonck persuaded Igor Sikorsky to change the configuration into a three engine long range aircraft to win the Orteig Prize for the first non stop flight between New York and Paris. The redesigned aircraft was powered by three 420 horsepower Gnome-Rhone engines, and included a jet-tisonable auxiliary landing gear due to the increased weight. Based on initial successful flight tests in August 1926, aviation experts considered that the Sikorsky S-35 was favored to win.

Determined to win the Orteig Prize before the onset of winter, Fonck fueled the S-35 and waited for a break in the weather. At dawn on September 21, 1926, the heavy laden aircraft began a takeoff run, but the new auxiliary landing gear broke. The aircraft never left the ground crashing into a ravine with catastrophic results.



Approximately two years ago, Lawrence E. Klingberg of Huntington Beach, California, who is an accomplished model builder, decided to build a 1/6 scale flying model of the S-35 aircraft. With Sergei Sikorsky and the Sikorsky Historical Archives assistance, he completed his master-piece this year, and was awarded first place in the civilian class at the AMA model show in Ontario, California in January, 2009.



Lawrence Klingberg is shown with his S-35 model during a portion of the work-in-process.



The aircraft has a 17 foot wingspan and 9 foot fuselage length. It is powered with a Desert Aircraft DA 85 engine with radio control. The middle engine provides the power, and the other two engines are fac-similes. Construction is of Balsa, Pine, Plywood and similar materials. He uses rubber molds to produce plastic cast parts, when a quantity of similar parts are required. The fuselage is covered with Solartex and painted with Rustoleum spray paint. All up weight is about 54 pounds.



S-35 takes first prize in the civilian aircraft category

Lawrence has been building models since he was 8 years old, and has found ways to speed the process without making detail drawings. He has won first place for the best civilian planes class for the last five years. His next project is the S-29A.

The S-38 twin engine aircraft was the most successful Sikorsky amphibian in its class. It could carry 8 passengers and 2 crew members. Commercial air carriers utilized the aircraft to establish over water routes between the Caribbean Islands, Central and South America. The S-38 shown in the photo was operated by Martin and Osa Johnson during Hollywood photo shoots in Africa. 111 aircraft were built.



S-38 with Safari jungle markings

The VS-44 flying boat was the most technically advanced aircraft of its time. The aircraft was powered by four 1200 HP engines, and was the first capable of cross ocean flights from United States to Europe. Three were built. One was restored by Sikorsky volunteers, which is on display at the New England Air Museum.



VS-44



S-38

William (Bill) Wargo was a professional carpenter and maintenance supervisor for the Bridgeport, Connecticut Education Department. He devoted most of his free time to aircraft model building. The notable Sikorsky Aircraft models he built were the S-38 and VS-44 flying boats. The S-38 was built to a 1/7th scale with a wing span of 144 inches and fuselage length of 86 inches. The aircraft was finished in a Martin and Osa Johnson Safari paint scheme shown in the left photo. The model was presented to the Sikorsky Archives and is currently on loan to the Cradle of Aviation Museum in Garden City, New York.



VS-44

Bill Wargo built the largest Sikorsky flying boat, the VS 44, at a scale that produced a wing span of 12 feet to keep it within a manageable size. The model used conventional wooden supporting structure combined with foam fill carved to complete the final shape. The aircraft was given to Kaye Williams and is currently displayed at the Captains Cove Marina in Bridgeport, Connecticut. It hangs from the ceiling in full display of its royalty.

The VS-300 helicopter evolved from numerous configurations of main and tail rotor control systems. First flight was accomplished on September 14, 1939. The single main and tail rotor system demonstrated the most efficient system, and has since been shown to be the configuration of choice for over 90% of all the helicopters in the world. At the conclusion of the development phase, the aircraft was donated to the Ford Museum in Dearborn, Michigan where it currently resides.



Robert Jespersen, a retired Sikorsky engineer and accomplished model enthusiast was commissioned to build a 1/4 scale model of the VS-300 helicopter. The model was built with precise detail to the degree necessary to manipulate the flight controls to show the actual dynamics of the system. As a result of the original detail drawings not being available, the aircraft on display at the Ford Museum was measured to obtain the detail part dimensions. Drawings were created in 1984 by Harold Ulisnik, an Advanced Design Engineer. These drawings served as the basis for Bob's model and the refurbishment activities for the original aircraft that was in process at the time.



VS-300 model work-in-process



Jespersen VS-300 Model



Jules (Gene) Kish is a retired Chief of Transmission Design and Development at Sikorsky, and is an accomplished artistic model builder of all things natural and mechanical. Gene and his transmission engineering associate Yuriy Gmirya built a one tenth scale model of the VS-300 in November, 2004. Gene fabricated the detail items and Yuriy, who is an expert welder of silver, gold and brass items brazed the all brass rod structure. Photos were used to define transmission and drive features. Harold Ulisnik's rotor head drawings were used for the rotors and blades. The only parts of the model that are not brass are the hardwood blades and transmission, rubber O ring drive belts, and nylon pulleys. The pilot seat was leather fabricated and made by Gene's wife Sandy. It was truly a family affair. The model resides at the Stratford Helicopter Museum.



VS-300 model work-in-process



Gene Kish, Igor Sikorsky, Jr., Yuriy Gmirya, and Doc Gunther with model at museum



The R-4 (S-47) was the first production helicopter, and the only one to see service during World War II. The R-4 was the first helicopter to demonstrate capabilities for rescue and mercy missions in January 1944. United States Coast Guard Commander Frank Erickson flew the R-4 delivering blood plasma for injured sailors after an explosion occurred aboard a U.S. Navy destroyer off New York harbor. In 1944, Army Air Corps Lieutenant Carter Harman piloted an R-4 in Burma to rescue four men from behind enemy lines. 135 aircraft were produced.



R-4 with Igor Sikorsky on rescue sling



Christoph at the controls



Christoph's R-4 model



R-4

Christoph Schiermeyer is a Software Quality Manager in Germany. He is an accomplished hobby model builder for over 30 years. He has been building helicopter models for more than two years. His current hobby is building Sikorsky helicopters. He stated that he likes building Sikorsky helicopters, because Igor Sikorsky once said, "They are made for rescuing people in emergency".

The Sikorsky Historical Archives has provided data to assist his efforts. He completed the radio controlled model of the R-4 in three months, and successfully flew for 10 minutes as shown in the photos on the left. He is building floats for the R-4 to fly it from water. He is planning to build a model of the VS-300 for his next project.

Model Characteristics

- Approximately one eighteenth scale
- Electric motor powered
- 11 volt 900 mAh battery
- 6 channel receiver controlled
- 2 bladed main rotor with stabilizer bar and fixed pitch utilizing rotational speed to control altitude.
- Balsa and plywood construction covered with plastic material from water bottles.

The Master of a Work of Love, Robert Jespersen

retired from Sikorsky Aircraft after working 38 years as an engineer in positions from draftsmen, Chief of Power plant Design, Project Engineer, and in the Advanced Design Branch creating new designs and building models. He continued creating models as a retiree loving every minute of his creative work. The photo on the right depicts the models and masterpieces he was involved with, as well as some of the models his group was responsible for constructing.



Bob Jespersen and his many models

William Jennings, a native of Shelton, CT, retired from Sikorsky Aircraft after working for over 17 years in the wood shop and the Advanced Design model shop. He worked with Bob Jespersen on numerous advanced design models. Bill has been creating aircraft scale models for over 60 years. He is still creating models to this day at the age of 82. Bill estimates that he has built over 300 models of various sizes in his lifetime. The archives has Bill's four foot wing span Corsair model, and he is currently working on a radio controlled model of a Corsair with an eight foot wing span.

Bill has built a full size experimental aircraft in his living room. The final assembly of the aircraft had to be completed outside of his house after he removed the picture window and structure required to remove the wing and fuselage from his living room. The Sunday Post documented his achievement in one of their issues with photos to capture the extraordinary event.

Bill is like many model building enthusiasts who started creating their "Labor of Love" at a pre-teen age. He stated that when he worked at Sikorsky, it was the best job he ever had. He was having too much fun, and it never really felt like work to him.



Bill Jennings, Bill Harper and Dave Stott with the ACAP



X-Wing



ABC



CH-53



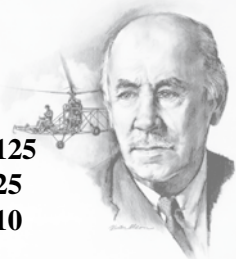
Joe Keogan and Bill Jennings building the S-76 cockpit mock-up

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Some of the Sikorsky Aircraft Models created
in the Advanced Design Model Shop

Designed and edited by Lee Jacobson



“For me, the greatest source of comfort and satisfaction is the fact that our helicopters have saved up to the present time (1969) over fifty thousand lives and still continue with their rescue missions. I consider this to be the most glorious page in the history of aviation.”

Igor I. Sikorsky

