

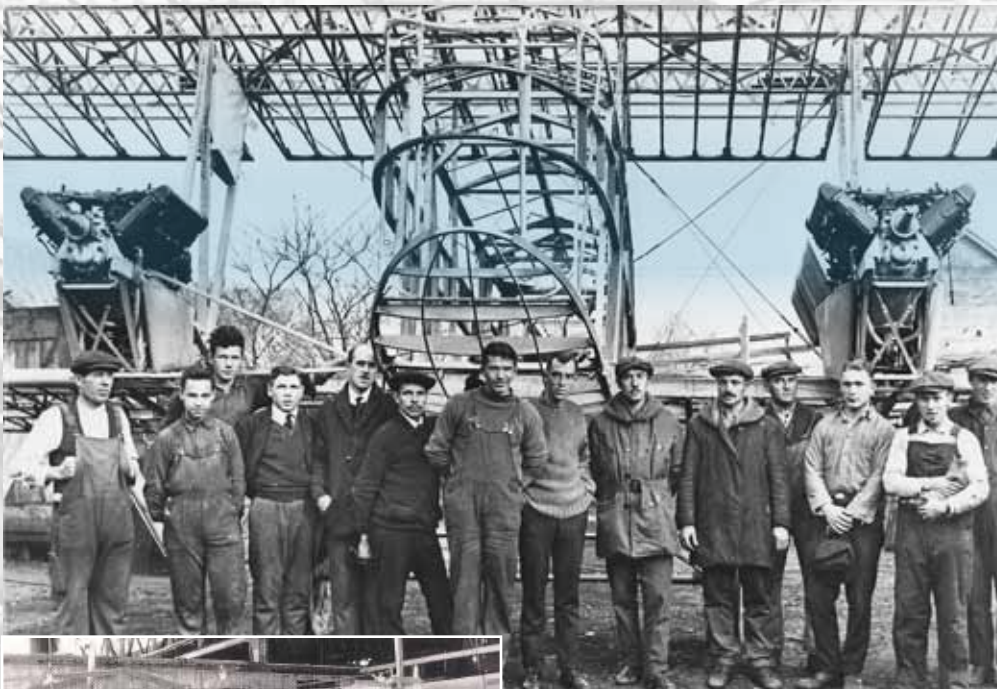


Sikorsky Archives News

October 2012

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Sikorsky Aircraft Was Created By Aviation Pioneers During Their Early Years In America



The first Sikorsky airplane S-29A built in America and the 15 original employees of the Sikorsky Aero Engineering Corporation during the summer of 1923



The first Helicopter rotor system flight control simulator with Igor Sikorsky at controls, and observers Michael Buivid, Boris Labensky and Michael Gluhareff

Pioneers pictured during S-29A construction in left photo from left to right: unidentified, Dimitri (Jimmy) Viner, W. Skorohodoff, A. Samilkin, Baron Soloviev, A. Kotilevtseff, I. Popov, J. Islamoff, Igor Sikorsky, Bob Labensky, V. Ivanoff, Nick Glad, unidentified, A. Krapish, and I. Fursoff

The first Sikorsky helicopter VS-300 built in America in 1939 with Igor Sikorsky at controls



This newsletter issue is dedicated to some of the early pioneers. Data was obtained from the Sikorsky Historical Archives, "The Story of the VS-300" and "Pioneers of Vertical Flight", both written by Harry Pember.

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Michael E. Gluhareff

Igor Sikorsky considered Michael E. Gluhareff to be one of the best aeronautical engineers in the world.

Michael Gluhareff graduated from the Imperial College of Commerce in St. Petersburg, and attended the Polytechnical Institute of Technology, as well as the Imperial Military Engineering College in St. Petersburg. He began his aviation career as a pilot in the Imperial Russian

Army during World War I. He fled from Russia after two and one-half years of participation in the civil war, and found asylum in Finland. There, he launched his career as an aircraft designer and test pilot of sailplanes. He designed and flew monoplane and bi-wing sail planes.

Michael Gluhareff came to the United States and joined Sikorsky Aero Engineering Corporation in 1924 as a draftsman and design engineer. His career at Sikorsky covered airplanes, flying boats, amphibians, and helicopters. He was promoted to Chief Engineer in 1942 and Engineering Manager in 1957, when Igor Sikorsky retired to become a consulting engineer for the company. His technical knowledge, creative skills, and piloting knowledge became an asset to the fledgling company. His wing airfoil design GS -1 (Gluhareff-Sikorsky) provided the basis for successful airplanes and seaplanes. The GS-1 airfoil wing design was used on most of the early aircraft such as the Jenny, Standard, Canuk, Stinson, and Travelair, as well as Sikorsky airplanes and seaplanes. It was accepted as a universal wing by the aviation industry of the time period.



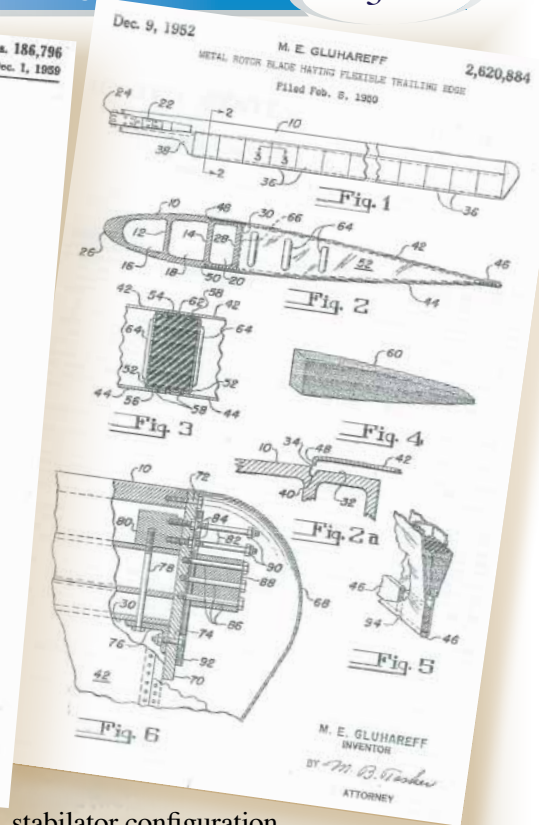
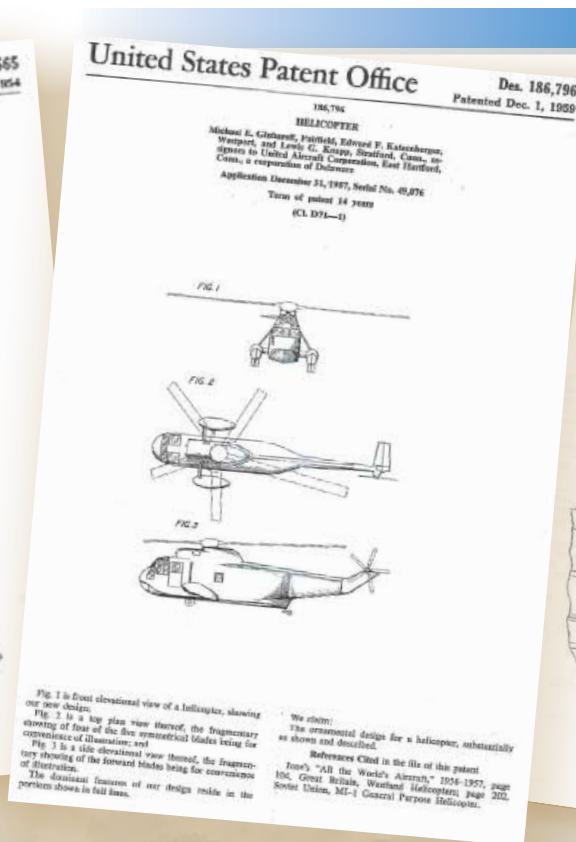
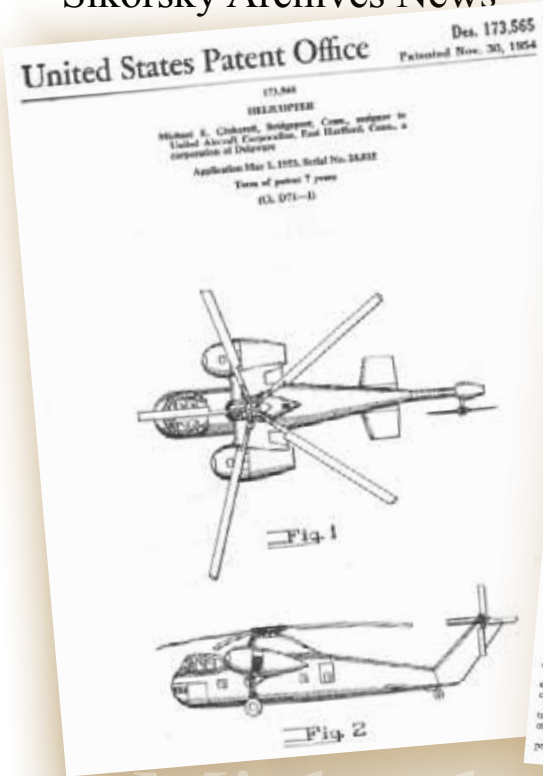
Michael Gluhareff and the Jenny with the GS-1 wing

Michael Gluhareff was an engineer with a multitude of skills and knowledge that permitted him to design and create conceptions covering aeronautical, mechanical and structural technologies. He was awarded numerous patents that were implemented in aircraft designs. He made contributions to single and biplane aircraft, as well as delta wing configurations. His work in helicopter designs is well documented by his many patent and industry awards. Some are shown on the following page.

Gluhareff received numerous awards and honors bestowed upon him by the aviation industry. He was named a fellow of the Institute of Aeronautical Sciences in 1942; he was awarded a certificate of merit by the American Helicopter Society in 1948; he won the Klemin Award for his contributions to the helicopter industry in 1954 to name a few. The one he cherished the most was a statement from Igor Sikorsky that he was one of the 12 best designers in aviation history. >



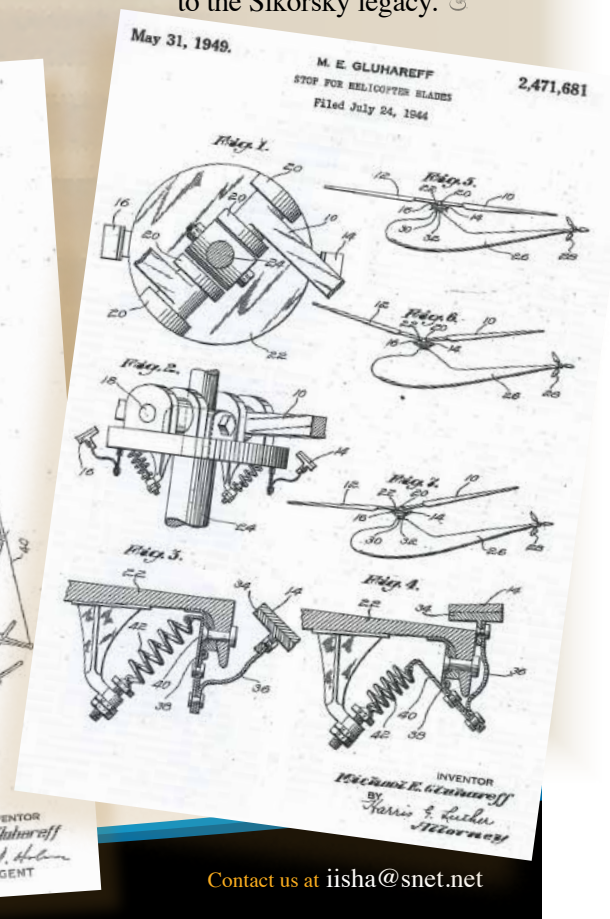
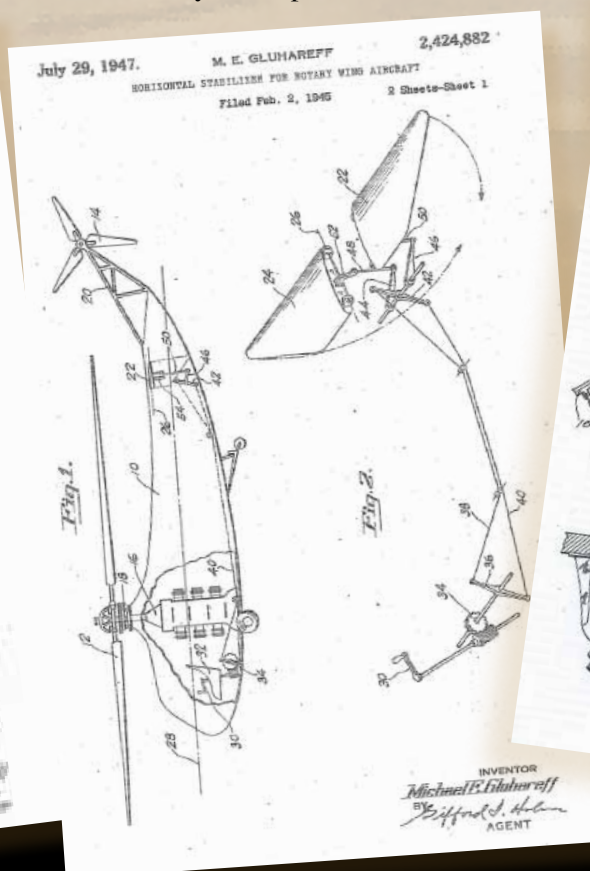
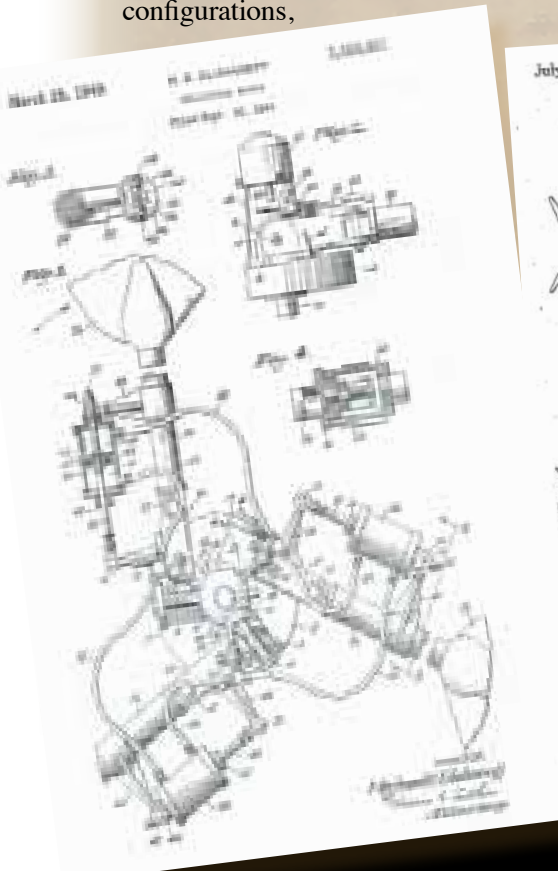
S-42 incorporated the Gluhareff wing design



Michael Gluhareff fulfilled his lifetime passion for aviation by his creative conceptual and detail designs in sailplanes, airplanes, seaplanes and helicopters. A number of his many patents are shown to demonstrate his knowledge of basic aerodynamic configurations,

as well as the detail mechanical systems required to provide successful aircraft. The six patents shown from left to right describe the S-56, S-61, metal main rotor blade assembly, three bladed main rotor head assembly, helicopter horizontal

stabilizer configuration, and a main rotor blade flap stop installation. These systems alone show the knowledge and capability of Mr. Gluhareff. He was a valuable contributor to the Sikorsky legacy. ☺



Michael D. Buivid created rotor system design innovations that enabled Sikorsky Aircraft to become a world class helicopter manufacturer.



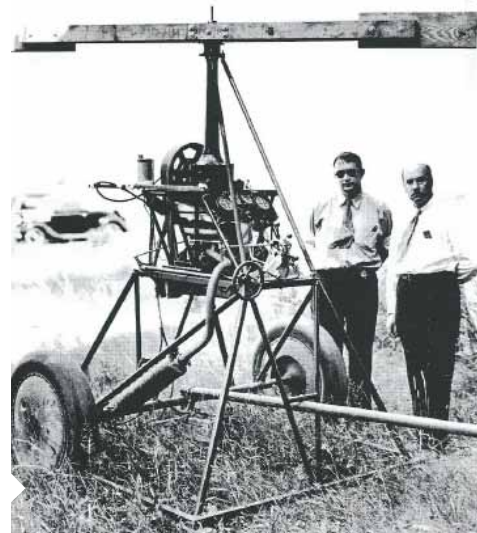
Michael D. Buivid

Michael Buivid was born in Poland in 1893, moving with his parents to Kiev, Russia near Igor Sikorsky's home. He developed a lifelong friendship with him. He observed Sikorsky's experiments with the H-1 and H-2, and helped build the motorized sleds used to develop more efficient propellers. Buivid was Sikorsky's assistant in the design and construction of the S-1 and early aircraft. After completing his formal education, he served as a major in the Imperial Russian Air Service during World War 1.

He immigrated to the United States in 1919 and later joined the Sikorsky Aero Engineering Corporation as a design and development engineer. He worked in test and design, eventually being promoted to Chief of Rotor Systems Design. He was awarded numerous patents for rotor system configurations and mechanisms during his career at Sikorsky Aircraft. ☺



Michael Buivid and the snow sled



Buivid and Sikorsky at the rotor blade test facility

Nicholas (Nick) Glad was one of the original design engineers at the Sikorsky Aero Engineering Corporation. He specialized in interiors, furnishings and mock up design.



Nicholas Glad

Igor Sikorsky's reputation as a pioneer in aircraft design and construction in Russia was well known. As a student at the Naval Academy in Petrograd, Nick learned that Igor Sikorsky attended the academy during prior years. Nick joined the new company in 1923 when the S-29A was being created on the farm of a former Russian naval officer, Victor Utgoff, in Roosevelt, Long Island, New York. He

stated that the workers were paid in company shares in lieu of money, but everyone worked 12 to 14 hours per day with great enthusiasm. They all lived communal style on the farm until the aircraft was built. Material and parts were obtained from local junk yards. This was the beginning of Sikorsky Aircraft. ☺

the new company in 1923 when the S-29A

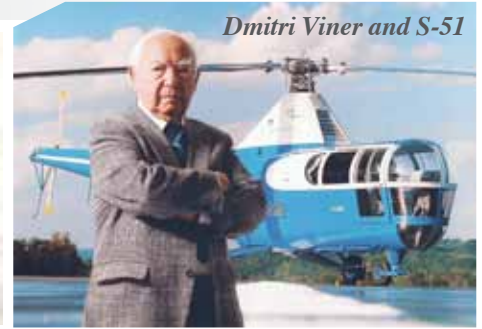
Sikorsky Aircraft Chief Pilot Dimitri (Jimmy) Viner performed the first recorded civilian helicopter rescue on November 29, 1945

Jimmy immigrated to the United States in 1923 sponsored by his uncle Igor Sikorsky. During the construction of the S-29A he worked at a variety of jobs with the original company. His uncle taught Jimmy how to fly helicopters, and he eventually became Chief pilot for Sikorsky Aircraft. Jimmy has flown every Sikorsky helicopter from the R-4 to the S-62 during his long successful career. He was the recipient of numerous heroic rewards for his flying knowledge and capabilities. ☺

First Commercial Rescue



Dmitri Viner and S-51



S-61



S-62

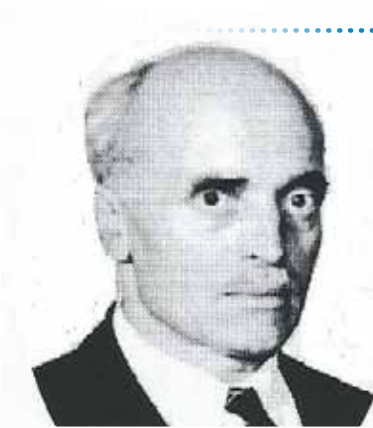


Igor Alexis Sikorsky

Igor Alexis (Prof) Sikorsky was the Chief Aerodynamicist at Sikorsky and a cousin of Igor Sikorsky. Prof was known as a “walking encyclopedia”, with a kind and friendly personality to his colleagues.

After the Russian revolution, Prof moved to France in 1922. He attended the University of Nancy, the Sorbonne, and the Aeronautical Technical School. He worked in France as an engineering draftsman. Prof came to the United States in 1930 and joined the Sikorsky company, and started working with Igor Sikorsky on the helicopter

concept. He eventually achieved the position of Chief Aerodynamicist. Prof was the author of, “The Technical History of Sikorsky Aircraft and its Predecessors”, and collaborated with Alexander Klemin in the “Handbook on the Aerodynamics of Rotary Wing Aircraft”, published and distributed in 1954 by the U.S. Department of Commerce. ☺



Boris Labensky

Boris (Bob) Labensky was very result oriented having a keen scientific and engineering mind.

Bob graduated from the Imperial Russian Naval Academy. During the Russian Revolution, he led a group that commandeered a Russian Navy destroyer and escaped to freedom in France. He immigrated to the United States and joined the new Sikorsky com-

pany in 1923. He was in charge of the experimental laboratories. During the VS-300 program, he collaborated with Michael Buivid creating the Buivid/Labensky non-cyclic control system. ☺

Ralph Alex was a design engineer, manager, marketing expert, humorous, and adventurer all rolled into one.



Ralph joined the VS-300 program in 1941, as a design engineer. He later became the project engineer on the XR-4, R-6, and S-52. He participated in designing the first all metal rotor blade. Ralph designed and developed the main rotor offset flapping hinge, which increased control power to the rotor system and revolutionized the fully articulated rotor head configurations. The system was first flown on Sikorsky's S-52, which allowed the aircraft to be the first helicopter to perform a 360 degree loop maneuver as well as to demonstrate unprecedented agility. Ralph continued his career in helicopter marketing and support.

Test pilot Tommy Thompson being congratulated by Bernhard Whelan, General Manager, Ralph Alex, and Adolph Plenefisch, Crew Chief

Harry Hleva's career and retirement association with Sikorsky has covered over 72 years

Harry joined Vought-Sikorsky in 1940 as an engine installation specialist. He was assigned to the VS-44 flying boat program. He entered the U.S. Army in 1943 and was wounded in action. At the end of the war, he returned to Sikorsky, and became the Crew Chief for the S-51 company demonstrator.

Harry entered the field service representative department and was subsequently promoted to Eastern Area Field Service Supervisor. During his tours of duty, he has been stationed in Germany, Alaska, and various locations within the United States. He accompanied the historic trans-Atlantic flight of Air Force H-19s in 1952.

After 10 years of retirement, he became a special consultant for Sikorsky to lead the restoration program for the last of the Sikorsky flying boats, the VS-44 Queen of the Sky. Sikorsky president, Gene Buckley committed to restore the aircraft located at the Naval Air Center in Pensacola, Florida after it was damaged in a storm. The impressive aircraft is currently displayed in the New England Air Museum at Bradley Field, CT. Harry continues his volunteering activities at the Sikorsky Historical Archives in Stratford, CT.



Harry | VS-44 restoration



Harry and VS-44 in 1940s



VS-44 at New England Air Museum



Harry's 93rd birthday celebration this year at the Sikorsky Historical Archives



October 26, 2012 marks the 40th anniversary of the passing of Igor Sikorsky at the age of 83.

Igor Sikorsky had three separate careers in aviation. He has been honored around the world with numerous honorary degrees from colleges and universities. He had received awards from aerospace, academic, and humanitarian organizations. He completed his first successful aviation career in 1918 in Russia, where he designed and built over 27 different model aircraft, and produced over 150 aircraft, and built two primitive helicopters.

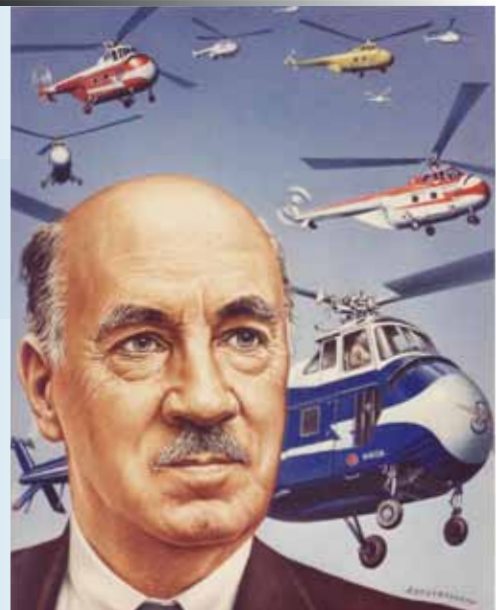
He immigrated to the United States, and had a second career in aviation designing over 35 different model aircraft, including airplanes and seaplanes. At the age of 50, he started his third career in aviation designing and building helicopters. He was awarded 66 patents from the United States Patent Department. During his lifetime, the Sikorsky Aircraft Company grew from 15 to 10,000 employees, and is now over 18,000 with worldwide divisions.

Igor Sikorsky's intuitive and creative engineering genius created aircraft to meet the customer requirements, resulting in over 11,000 total aircraft produced as follows:

- > 158 airplanes and seaplanes built in Russia
- > 254 airplanes and seaplanes built in United States
- > Over 11,000 helicopters built in the United States and at licensee facilities

During a lecture in the early years, Igor Sikorsky was questioned, *"You have flown far, and you have flown very high. Have you ever seen God?"* After a pause, he answered, ***"No, but I have felt His Presence!"***

Igor I. Sikorsky died on October 26, 1972, thus ending a period in the era of aviation when men of this caliber with a dream were willing to do what was necessary to make these dreams a reality. The words on his headstone read:



"Rare is the man of vision whose dreams become reality, rarer still is one whose vision brings a better life to others while fulfilling his own. Such a man was Igor I. Sikorsky, aeronautical pioneer, father of the helicopter", inventor and philosopher."

ATTENTION MEMBERS!!

- * A reminder to those members that have recently received a membership renewal letter and have not yet responded. There is still time to provide the updated data so that we can assure that you will receive future newsletter issues and relevant data.
- * Please remember to provide an address change if you are going to move.

NOTE: All members of the Golden Wings Retiree Organization!!

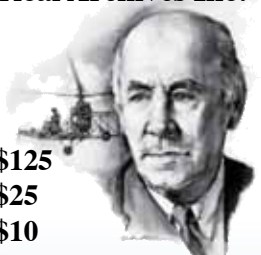
The "Golden Wings Organization has a new web site address: www.golden-wings-retirees.com

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Century of *Innovation*



Newsletter designed and edited by Lee Jacobson and Sikorsky Archive Members with art direction assistance by Edgar Guzmán of Solodesign



I have been hungry in America. I have known what it is to seek for work and not find it in America. But there was never a day during hardest times that I lost hope in my planes or that I did not say aloud, "Thank God I am here, a free man, breathing free air. No man can order what I do. If I fail I can try again!"

- Igor Sikorsky

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