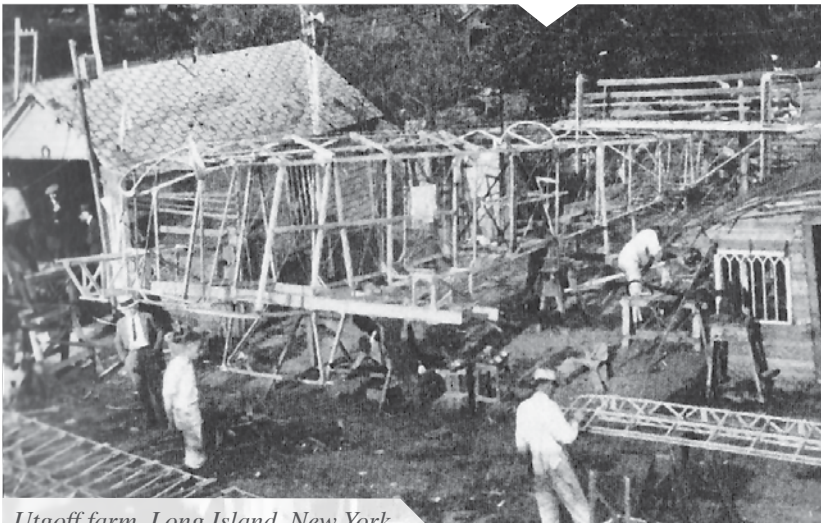




Sikorsky Archives News

January 2013

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



Utgoff farm, Long Island, New York

Sikorsky Aircraft evolved from humble beginnings on a farm on Long Island, New York. The original 15 employees, some living communal style on the farm, worked 14 hours per day to create the S-29A all metal aircraft. Success with the S-29A led to expanding the operation to a facility at College Point, Queens, New York. Subsequent success with the S-38 and S-39 amphibians resulted in Sikorsky becoming a division of United Aircraft Corporation, and relocating to a new facility in Stratford, Connecticut across from the Bridgeport Airport.

March 5, 2013 marks the **>> 90th Anniversary** of Sikorsky Aircraft In America



Sikorsky Aircraft has grown from the original 15 employees to over 17,000 with manufacturing and support facilities around the world. The Sikorsky Aircraft Corporation headquarters is now located in north Stratford, Connecticut. This newsletter issue is devoted to defining the current Sikorsky facilities and services provided around the globe. 🌐



Sikorsky Corporate Headquarters, North Stratford, Connecticut



UH-60A



SH-60B

Visit us at Sikorskyarchives.com

Contact us at iisha@snet.net | 203.386.4356



President's Message



Archive members ready to serve



Archive display



Sergei, Elena & Igor Sikorsky 3rd, with Dan L.



Sergei & Elena Sikorsky supporting family day

Dear Members:

It is a great pleasure for me to have the opportunity to wish all members a Very Happy and Healthy 2013! The new year is very exciting, because three major milestones in the aviation career of Igor Sikorsky will be celebrated:

- **100 Years ago—May 10, 1913** The Grand, the world's first multi-engined aircraft, celebrated its first flight in St. Petersburg, Russia. First flown with two engines, the Grand then took to the air with four engines on May 26, 1913.
- **90 Years ago—March 5, 1923** Sikorsky Aero Engineering Corporation was founded with a workforce of 15 people on a friend's farm in Long Island, New York. Today the Sikorsky worldwide company is approximately 17,000 strong.
- **70 Years ago—May 28, 1943** The first production helicopter contract was awarded to Sikorsky for the S-47 (R-4), and the production line was established in Bridgeport, Conn.

As members and volunteers of the Archives, I'm sure you share with me the great pride in the organization's mission to preserve and make available the legacy of Igor Sikorsky. We continue to improve our operational capabilities, promote public awareness, and preserve the legacy of Igor Sikorsky for future generations. Below are a few highlights of our ongoing activities:

- Our quarterly newsletter and our expanded contents of the web site continually return positive input.
- Over the past year our web site attracted viewers from more than 100 countries, with an annual quarterly daily average of 250 hits, 180 unique viewers and 510 pages viewed.
- Our library cataloging system and digitization efforts continue to expand and become an integral part of our everyday research.
- The past year's 14 presentations on the life of Igor Sikorsky given to various retiree, community and senior organizations, and Sikorsky personnel was the highest ever.
- Our participation in the 2012 Sikorsky Family Day activities was a huge success.

As expressed in the past, without our membership support base and the small group of dedicated volunteers we could not live up to the mission of the Archives. I am happy to report that during the past year we have attracted several "younger retirees" with a keen interest and dedication to our mission. I feel confident that the new volunteers will fill the succession gap that I have expressed concern about over the years. We can always use a few more volunteers to reduce the considerable backlog of categorization and preservation of aging Sikorsky archival material, as well as responding to requests for information from around the world. Please give it some thought and join us. We are open Tuesday and Thursday from 8 a.m. to noon. Again, best wishes for a Happy New Year and let me express my sincere appreciation for your continued interest and support of this truly national and global treasure, "The Life and Legacy of Igor Sikorsky."

Sincerely,
Dan Libertino

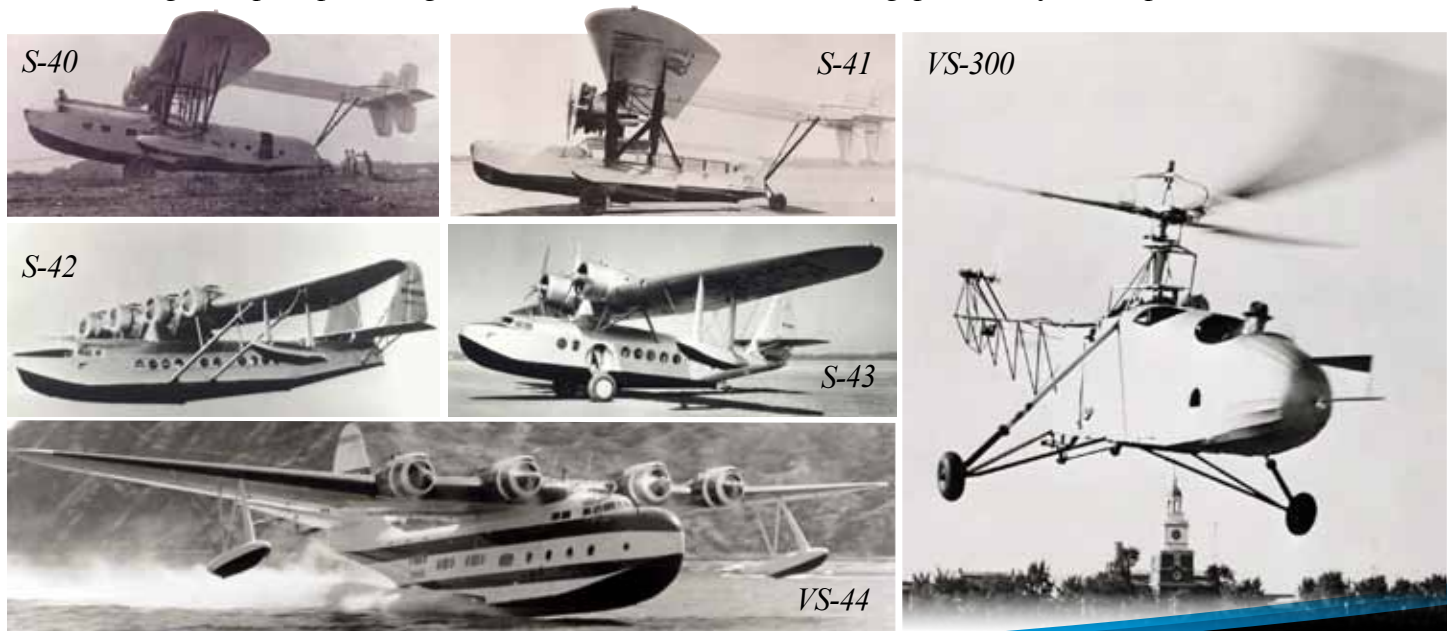
Chronology of The Sikorsky Aircraft Company Name In America

- > **Sikorsky Aero Engineering Corporation**, March 5, 1923
- > **Sikorsky Manufacturing Corporation**, July 21, 1925
- > **Sikorsky Aviation Corporation**, October 3, 1928
- > **Sikorsky Aviation** becomes a subsidiary of **United Aircraft and Transport Corporation**, July 30, 1929
- > **Sikorsky Aircraft Corporation**, a subsidiary of **United Aircraft and Transport Corporation**, December 1, 1934
- > **Sikorsky Aircraft Division of United Aircraft Corporation**, July 1, 1935
- > **Sikorsky Aircraft Division of United Aircraft Manufacturing Corporation**, July 1, 1936
- > **Vought-Sikorsky Aircraft Division of United Aircraft Corporation**, April 1, 1939
- > **Sikorsky Aircraft Division of United Aircraft Corporation**, January 1, 1943
- > **Sikorsky Aircraft Corporation** continues as a subsidiary of **United Technology Corporation**



Sikorsky Aircraft's first successful full rate production program was the S-38 amphibians built in 1928 at the College Point facility. This success attracted the attention of corporate management of United Aircraft, and Sikorsky Aircraft became a subsidiary of the corporation. The company subsequently relocated to south Stratford, Conn, facility in 1930, continuing the seaplane design and manufacturing enterprise producing the S-38, S-39, S-40,

S-41, S-42, S-43, and S-44. On April 1, 1939 a business merger changed the company structure to Vought- Sikorsky. At the conclusion of the VS-44 aircraft program, Igor Sikorsky returned to his first love developing the VS-300 (S-46) at the south Stratford facility. The success of the VS-300 and the first practical helicopter, the XR-4 led to an Army Air Force contract for the S-47 (R-4). Sikorsky then moved to the Bridgeport factory for the production contract. 🍷



The helicopter industry was started with the R-4 (S-47). This was the first helicopter approved for production by any government agency. The U.S. Army Air Forces contracted with Sikorsky for a full rate production program in 1943.



S-47 (R-4)



S-48 (R-5)



S-49 (R-6)



S-52



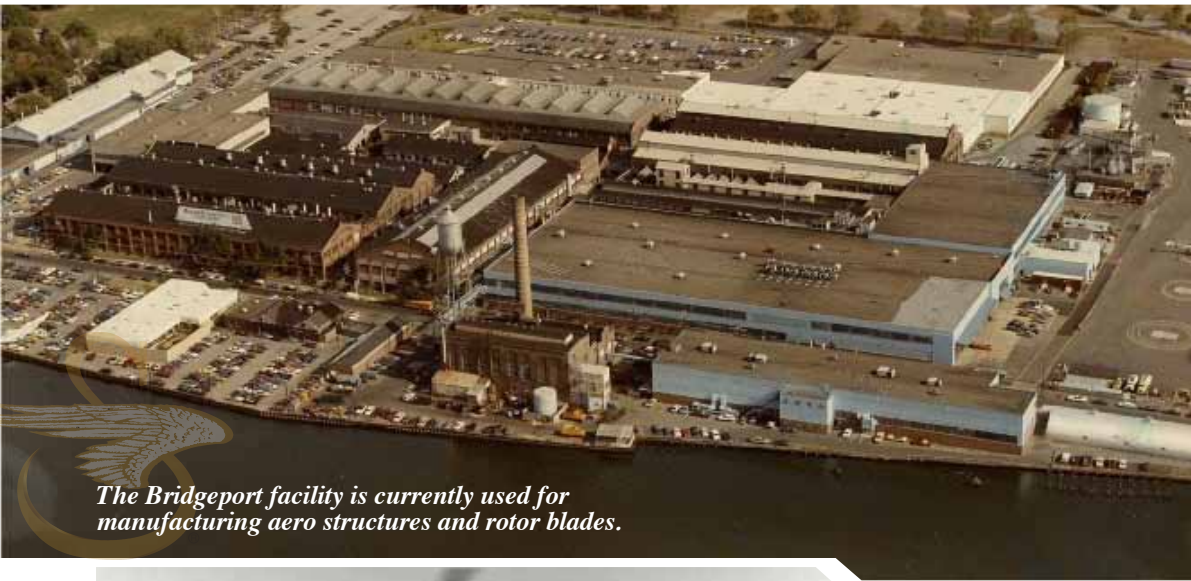
S-55



S-56



S-58



The Bridgeport facility is currently used for manufacturing aero structures and rotor blades.

The R-4 helicopter was manufactured in a newly acquired facility previously owned by the Crane Manufacturing Company in Bridgeport, Connecticut. All future Sikorsky models up to, and including the S-59 first turbine powered helicopter were built in this facility.



S-60



S-61



S-65



S-62



S-70



S-64



S-70B



The Sikorsky plant in North Stratford became fully operational in 1956. It is now the corporate headquarters, and the manufacturing center for mechanical dynamic systems, aircraft and avionic systems assembly, and production flight operations. Sikorsky helicopter models from the S-60 up to and including the S-70 Hawk series derivatives to date were manufactured in this facility. The Stratford facility is constantly being upgraded with the latest improved digital machining and robotic technologies to keep abreast of new manufacturing innovations, and to stay ahead of the competition. Dynamic systems for all Sikorsky aircraft are manufactured in the Stratford facility.

Current Sikorsky corporate structure is made up of three business units.

- > **Sikorsky Military Systems**—The design and development of U.S. Government aircraft and their international derivatives
- > **Sikorsky Global Helicopters**—The design and production of FAA certified based aircraft for civil, military and paramilitary applications
- > **Sikorsky Aerospace Services**—Global fleet management capabilities for rotary wing or fixed wing aircraft

The Sikorsky Military Systems primary source of manufacturing locations are in Stratford and Bridgeport, CT, West Palm Beach, FL and Troy, Alabama.



Assembly Flight Operations, West Palm Beach, Fla




Bridgeport Plant



Troy, Alabama



Coatesville, Pennsylvania Campus

Sikorsky acquired Schweizer Aircraft in 2004 and Keystone Helicopters in 2005. They were integrated into the Sikorsky Global business units. The Sikorsky Global Helicopters assembly and completion facilities are in Coatesville, PA. The Schweizer helicopters are assembled at the Keystone facility. AAG at Wappingers Falls, NY is a business unit of Sikorsky Global, and provides helicopter charter and fractional helicopter sales management. 



S-76



S-92



AAG - Wappingers Falls, New York



S-434



S-333



S-300C

Sikorsky Aerospace Services Companies



Shelton Overhaul and Repair Facility



Trumbull Facility-Sikorsky Aerospace Maintenance Services -Helicopter Support, Inc



Bridgeport Manufacturing Facility



Derco Aerospace Inc, Milwaukee, Wisconsin



Sikorsky Australia



PZL Mielec, in Mielec, Poland



M-28

PZL Mielec is an aircraft design and manufacturing company recently acquired by Sikorsky. They are currently manufacturing S-70i Black Hawk airframes that will incorporate Sikorsky manufactured dynamic systems for sale in the International markets. Sikorsky is currently marketing their M-28 airplane.



S-70 i

Sikorsky Technology Centers



Technical Integration Center, Huntsville, Alabama



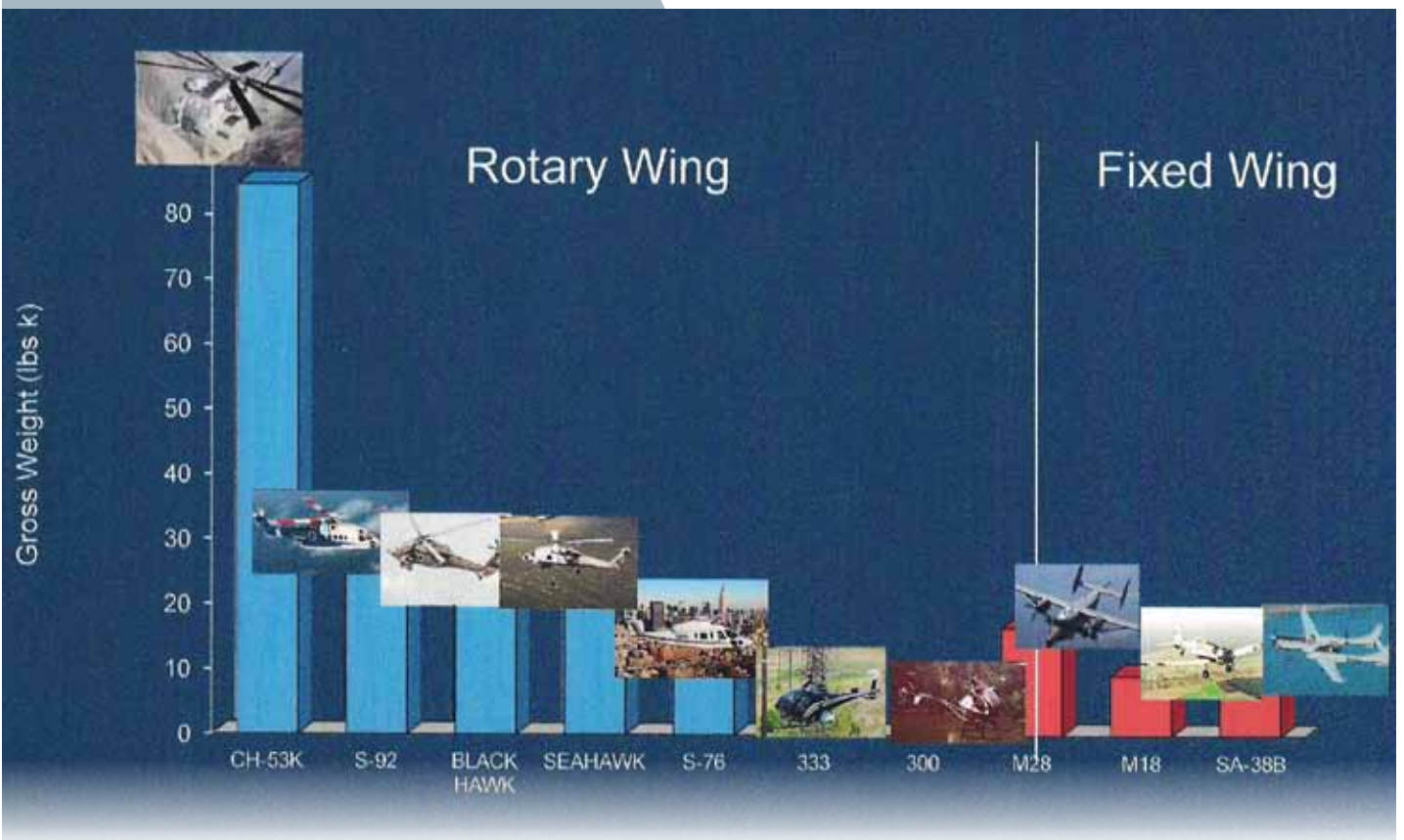
Development Flight Center, WPB, Florida

The Sikorsky helicopter product line has been generally in the medium to heavy weight category. The acquisition of Schweizer Aircraft has expanded the company product line to cover the light weight category. With the acquisition of PZL Mielec, Sikorsky Aircraft expands its current product line to include fixed wing aircraft. These acquisitions will favorably impact the after market support business as well as increase sales. 🤝



System Integration Center, Fort Worth, Texas

Current Sikorsky Product Line



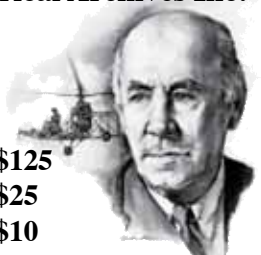
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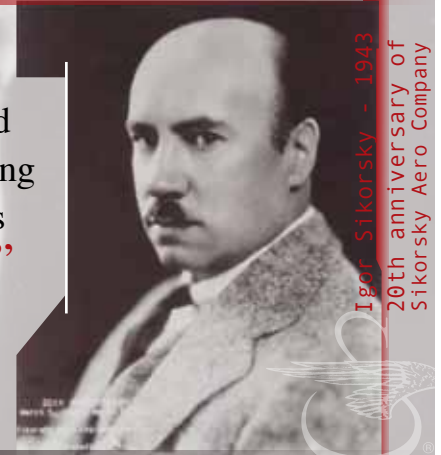


From Little Acorns Grow Mighty Oaks

Newsletter designed and edited by Lee Jacobson and Sikorsky Archive Members.

“The list of impossibilities for aviation could go on and on, and only as time and the unexpectedly brilliant development of flying progressed, was it finally recognized that the most dangerous forecast in aviation is to predict the impossibility of something.”

— Igor Sikorsky



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