



Sikorsky Archives News

October 2013

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

Romance With The Sikorsky Amphibians Continues >>>



S-38



S-36



S-39

During Igor Sikorsky's early years in America, he struggled to develop a successful aviation company with land based aircraft. Major airport construction had not been started. He was surrounded by Long Island Sound and the ocean to the east and south. Sikorsky's next ventures into aviation were with his amphibious aircraft.

His amphibians and flying boats were the sparks that lit up his future successes. As a result of Igor Sikorsky's visionary genius and success, the world started to shrink in size as major bodies of oceans were conquered by his amphibious aircraft. Air routes to the Caribbean Islands, Bermuda, West Indies, Central and South America and Indonesia were developed. The love affair with the amphibious aircraft had begun, and still continues today with aviation enthusiasts. 🐝

This newsletter issue supplements the September, 2001, March 2002, April 2005, January, 2011, and April 2012 issues.



S-40



S-41



S-43

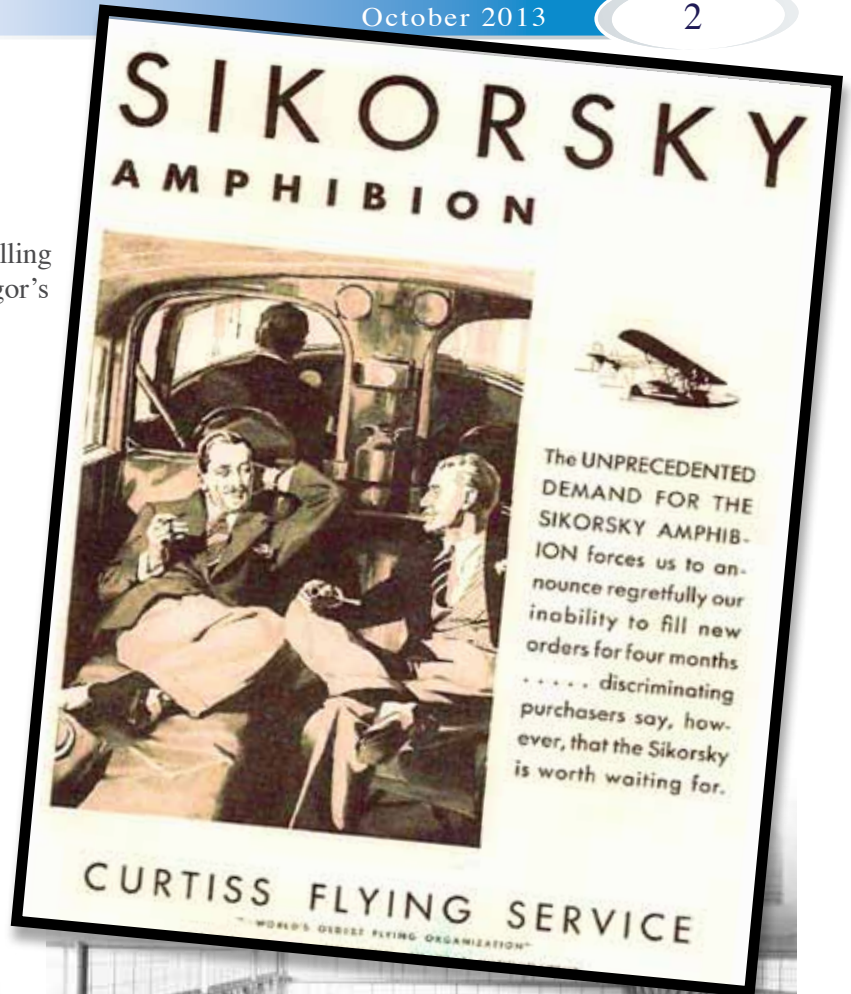
Visit us at Sikorskyarchives.com

Contact us at iisha@snet.net 203.386.4356

The S-38 Amphibion Aircraft Was Igor Sikorsky's First Major Production Success in America

Igor Sikorsky preferred the "Sikorsky Amphibion" spelling contrary to the dictionary's version. A reflection on Igor's personality and genius in creating a future vision may explain his amphibion name decision. It is unique and distinguishes his aircraft from the amphibian aircraft at the time. In affect, it became his trade mark for these distinctive aircraft.

Some called the S-38 the "Ugly Duckling" and other descriptive names. However, just like Hans Christian Andersen's story the "Ugly Duckling", the S-38 turned out to be a beautiful swan. The Curtiss Flying Service and Pan American Airways were the first major operators using the Sikorsky amphibious aircraft and flying boats. ☺



S-38 Production Line



Seadrome Concept

The success of the S-38 and S-39 aircraft, and visions of Transatlantic service initiated plans by the Armstrong Seadrome Development Company for the construction of floating landing fields, anchored at intervals across the ocean to service the aircraft as required. The Sikorsky development of larger and longer range aircraft eliminated the need for seadromes. ☺

The S-38 Aircraft Assisted Geologists In Discovering One Of The Richest Copper And Gold Deposits In The World.

The Sikorsky Helicopter Invention Also Provided The Means To Conquer The Mountain.

In 1936 an expedition was formed by a Dutch minerals company Freeport to explore the Carstensz Mountains in New Guinea, Indonesia. With the help of an S-38 aircraft loaned by Shell Oil operating in the coastal oil rich areas, aerial surveys of the mountain range were recorded at 12,000 foot altitude, and used to navigate the subsequent mountain climb to an area that exhibited rock structure and color texture patterns indicative of copper.

The S-38, which has a 12,000 foot ceiling, supported the expedition by dropping survival supplies at selected sites via homemade built parachutes at campsites selected to permit the climbers to reach the mountain top covered with glaciers at 16,500 foot altitude. This mountain peak is the highest point between the Andes and the Himalayas. The geologist Jean Jacques Dozy collected samples of the rock structure, which were verified to contain copper and gold. Dozy prepared his report which was filed away and not acted on due to World War II. Dozy named his discovery Ertsberg for Ore Mountain in the Dutch language.

Freeport Indonesia started mining Ertsberg in 1973 and an adjacent mountain peak named Grassberg in 1996, because the mountain peak was flat and covered with grass resembling an Alpine meadow. It is the largest gold mine, and third largest copper mine in the world. The process starts with mining large boulders which are crushed, and converted to slurry and finally transported to oar ships by pipelines. The 2006 production was 611,000 tons of copper, 58,500 grams of gold, and 174,500 grams of silver. 🇮🇩



Grassberg Open Pit Mining Site with roadway



Road from mining site to rock processing plant



S-38 with pilots and crew that supported air drops of supplies to expedition

To Meet Pan American's Growing Requirements in The Caribbean, Sikorsky Responded In 1931 With The S-40. Up To 40 Passengers travelled In "Club Car Comfort" At 110-120 MPH. A Total OF Three Were Built For Pan Am.

President Hoover's wife christened the first S-40 the "American Clipper". It was the first of Pan Am's clipper ships. In November, 1931 during the inaugural flight, Igor Sikorsky and Charles Lindbergh began to sketch a new trans-oceanic airliner. It would become the S-42. Pan Am removed the S-40 landing gear in 1935 and made all three into flying boats. The modifications saved over 1,000 lbs, increasing both range and payload.

The S-43 was the Last of the Sikorsky Amphibions



Howard Hughes S-43



Military version of the S-43. One survived the attack at Pearl Harbor and is stored at the National Air and Space Museum in Washington, D.C. awaiting restoration.



S-40 Amphibion



S-40 Flying Boat

The S-43 with roomy accommodations for 15 passengers and a crew of 3 was the largest and most modern transport for its time in the amphibion class. It was referred to as the Baby Clipper. The left photo is the aircraft owned by Howard Hughes who named it Sky Yacht. It is the sole flyable remaining S-43 amphibion, and was recently bought by Kermit Weeks who brought it back to his Fantasy of Flight Park in Polk City, Florida for full restoration. 🍷



Pan American S-43 secured at dock

202 total amphibions were produced:

- S-34 First amphibion
- S-36 - 6
- S-38 - 111
- S-39 - 21
- S-40 - 3
- S-41 - 7
- S-43 - 53

The Amphibion Romance Continues Today With Builders Of Flyable Replica Versions Of The Full Size Aircraft, As Well As Scaled Down Radio Controlled, And Static Models.

Herbert F. Johnson, President of the Johnson Wax Company bought an S-38 aircraft from Sikorsky in 1935 to explore the Brazilian jungles in search of Carnauba trees to acquire the rich oils which form the basis of all wax products produced by his company. The aircraft was eventually sold to Shell Oil company and retired.

Sam Johnson, the son of the founder of Johnson Wax Company organized a trip in honor of his father to retrace the original route to Brazil. He contracted with Born Again Restorations of Owatonna, Minnesota to build a new Spirit

of Carnauba. In 1998 Sam and his sons Curt and Fisk retraced the route of the original expedition accompanied by S.C. Johnson's S-76 helicopter.

Born Again Restoration built a second S-38 in the jungle Zebra color scheme. The original S-38 with a similar color scheme was used by Osa and Martin Johnson (no affiliation with Johnson Wax Company) during their expeditions to Africa in the 1930s photographing and filming wild life movies for Hollywood. This aircraft was called "Osa's Ark". 🌀



S-38 Spirit of Carnauba



S-38 Osa's Ark



Sergei at controls of the S-38

Sergei Sikorsky has had a long and accomplished career in aviation for over 50 years.

Sergei Sikorsky has had a long and accomplished career in aviation for over 50 years. He has flown fixed wing aircraft and helicopters, and had pilot's licenses issued by Italy, France, Germany and the United States. On March 10, 2003, Sergei was invited to fly the S-38 Osa's Ark. The aircraft was flown into Mesa Field, Arizona by Chief Pilot Waldo Anderson.

Sergei and four other passengers boarded the aircraft. Sergei was seated in the right pilot seat during the take off from Mesa Field with Pilot Anderson in the left seat at the controls. He headed the aircraft toward Lake Roosevelt, and turned the controls over to Sergei, who was now in heaven. When they arrived at the Lake, Anderson took over the controls preparing for the water landing. The water had a surface ripple as Anderson touched down with vibration and noise transmitted through the hull. Water rose up over the aircraft's lower wing and Sergei got wet, commenting on how "smoooooth" the perfect landing was made.

Anderson turned the aircraft around and gave the controls to a surprised Sergei for the next take off and landing. Sergei pushed the throttles full forward holding the stick full aft with water appearing to come from all directions. As speed increased the aircraft lifted out of the water and was airborne. After one more excellent take off and landing, Sergei returned the aircraft to Mesa Field.

Sergei probably experienced the most satisfying and emotional flight of his life at the controls of this S-38, because it brought back memories of his first flight in an S-38 at the age of 10 when he was sitting on his father's lap in the right seat. Sergei had a second chance to relive his emotional flight in November, 2009 with the owner Tom Schrade in Nevada. The aircraft was recently acquired by Kermit Weeks who will add it to his Fantasy of Flight Museum. 🌀

The Sikorsky S-39 Amphibion Is Considered To Be A Vintage Aircraft By Aviation Enthusiasts

Current data indicates that there are only three flyable Sikorsky amphibians in existence. How one of them was restored is a tale of love. Dick Johnson was the proud owner of the only surviving S-39. His search for a repairable airframe led him to Alaska, where many of the aircraft wound up. His search led him to a hull from NC 50V in 1965 in Nacnek, Alaska. Many of the S-39s wound up in Alaska as bush planes indicating their reliability and versatility.

Gathering the parts and making the detail elements, which were unavailable required rebuilding the airframe structure on a part time basis. The total time to finish the aircraft into a flight worthy flying machine took him 40 years of part time work effort. 🍷



Dick named his aircraft, "The Spirit of Igor". Quoting an aircraft authority he stated, "We do not own antique airplanes, we are only their temporary custodians, and we keep them until we release their custody to a younger generation." The S-39 was sold to Kermit Weeks.

S-38 And S-39 Radio Controlled Model Aircraft Are Favorite Models Being Built And Flown Due To The Favorable Water Handling Characteristics.

Museums Such As The New England Air Museum Display Amphibians Around The Country.



S-38 Radio Controlled Model



S-39 at New England Air Museum



S-39 Radio Controlled Model



S-39 Desk Top Model

IGOR SIKORSKY'S LATEST HONOR



On March 23, 2013 Igor Sikorsky Received A Posthumous Honor on the 90th anniversary of Sikorsky Aircraft in America from Two Roads Brewery in Stratford, Connecticut. They unveiled their newest beer called "Igor's Dream", billed as an "Unorthodox Russian Imperial Stout". This batch was limited to 1,000 bottles at \$20 each. Attendance was excellent with all bottles sold out by Noon.

On hand were Igor Jr. and Nikolai Sikorsky to sign the bottles. The archives provided a Sikorsky display of prints of Joe Keogan's aircraft paintings and photographs of Sikorsky's first practical helicopter. The event was covered by the Connecticut Post newspaper. The brewery is planning on releasing other brews honoring Igor Sikorsky in the future. The brewery is one of the new industries being welcomed to Stratford, and Sikorsky Aircraft was one of the early industries that made this area its home headquarters. The brewery's release of Igor's Dream was an occasion to reflect on the industrial evolution of the Stratford area. ☺



Igor Jr. and Nikolai Sikorsky signing bottles



Field Service

Representative (FSR) Award

2013 marked the 70th anniversary of the Sikorsky Field Service and Support Organization. The "Harry Hleva Award" has been created to honor Harry for his 37 year career service to Sikorsky Aircraft. The award will be given annually to the FSR who has demonstrated superior performance in supporting the customer, and representing Sikorsky Aircraft with a high degree of professionalism and integrity. Harry Hleva and Dan Libertino were honored with the award for their lifetime careers in Field Service. Harry received a special recognition for being the most senior living FSR to date.

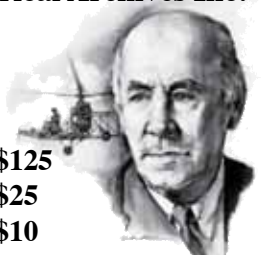
The first recipient of the "Harry Hleva" award was presented to Steve Goodall, Commercial FSR, assigned to the United Kingdom including the Queen's flight. ☺

D. Adler, M. Maurer, H. Hleva, D. Libertino, R. Lombard

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) _____

A 501 (C) (3) Non Profit Organization

The Sikorsky Amphibions



Newsletter designed and edited by Lee Jacobson and Sikorsky Archive members



“We feel justified in considering the American Clipper (S-40) the forerunner of a series of other glorious clipper ships that established American airline operations across all the oceans.

— *Igor Sikorsky*

Sikorsky Archives News

M/S S578A, 6900 Main St., Stratford CT 06615



Visit us at Sikorskyarchives.com