

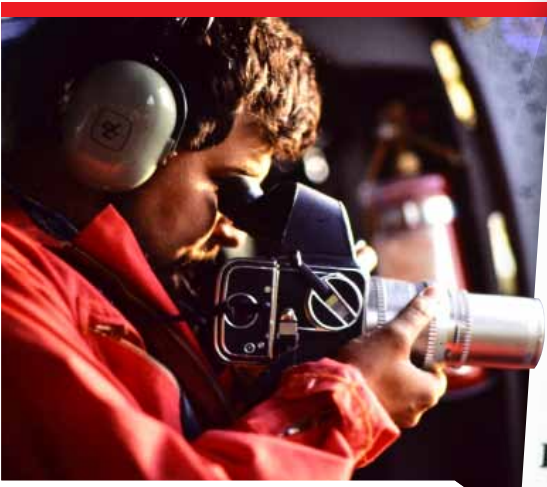


Sikorsky Archives News

April 2014

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

Sikorsky Photographers Have Captured The Company's Helicopter History In Numerous Publications Earning Industry-Wide Recognition



Richard Zellner's photo of the SH-60F crossing the bow of a United States Navy aircraft carrier under way was the top winner in the First Aviation Week Photo Contest.



Joe Sommers S-61



Rich Zellner S-76

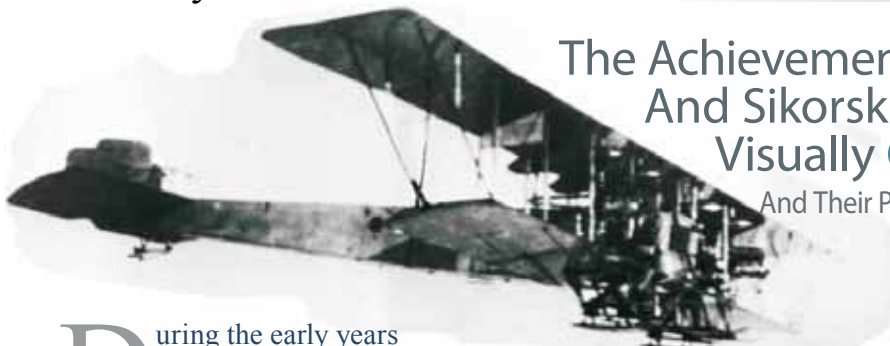


Rich Zellner S-92

The mission achievements of Sikorsky helicopters would be lost to visual history without the expertise of the photographers capturing the events. Publications

present the end results of their work, without capturing the efforts and personal risks experienced during the process of photographing the events. This newsletter issue is dedicated to capture some of

the adventures and risks experienced by the Sikorsky photographers. There are countless stories to be told that would fill the halls of Sikorsky photographers during their social gatherings.



The Achievements Of Igor Sikorsky In Russia And Sikorsky Aircraft In America Were Visually Captured By Camera Crews

And Their Photographic Equipment Available At The Time.

During the early years photographers carried heavy 8x10 cameras into the field to record the flights of the single and multi engine fixed wing aircraft. As new aircraft were being developed, camera technology was evolving through various stages from the 8x10s to 4x5 glass plates, to sheet film 4x5 press cameras, to 2-1/4 twin lens reflex and 35 mm roll film cameras. The black and white images slowly evolved to the color film technology.



And Their Photographic Equipment Available At The Time

In addition to still photographers, there was a motion picture group using 16 mm cameras covering historic events, and editing them into sound films. During the 1950s and the next four decades, the development and exploration by Sikorsky helicopters into new and untried ventures around the world were under development. The Photography Department grew to a staff of 10 photographers and a number of laboratory technicians and administrators. The function was eventually organized under the Public Relations Department.

The military and government agencies were the first customers to realize the capabilities of the helicopter. As new missions were being developed for the helicopter, photographers were added to the flight crews to capture the capability of the aircraft in passenger service, building and construction, logging industry, fire fighting, and petroleum industry support

on land and on oil rigs. Eventually, the medical industry realized the capability of the helicopter for rapid transit of patients in need of emergency medical treatment in suburbs and congested cities, as well as locations unreachable by any other rapid means.



The photos and film produced by the Sikorsky photographers were used by all departments, and the Sikorsky photographer became an essential player in the growth of the helicopter industry capturing the capabilities of the new mode of transportation. Written words alone could not have exposed the world to this new workhorse and transportation air vehicle without the efforts of the photographer capturing the action and events on film. The Sikorsky Photographers and supporting functions are the "Unsung Heroes" that were essential for the business success of Sikorsky Aircraft. 🇺🇸





Filming Action Shots In Flight Can Be Difficult And Exiting, Especially When The Photographer Is Utilizing A Chase Aircraft

With A Two Bladed Main Rotor Like The UH-1 Army Helicopter.

Joe Sommers was assigned to film a H-60 Black Hawk movie for the U.S. Army.

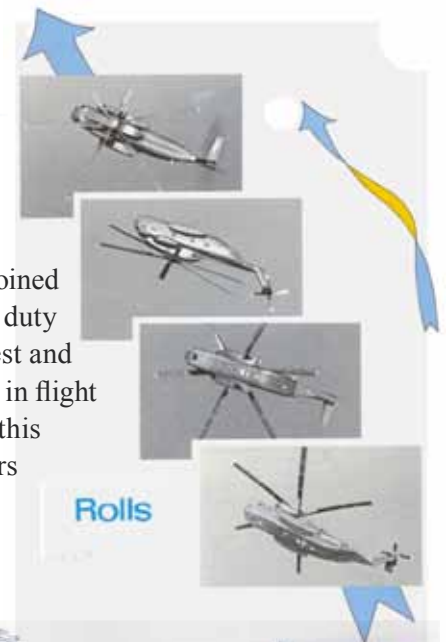
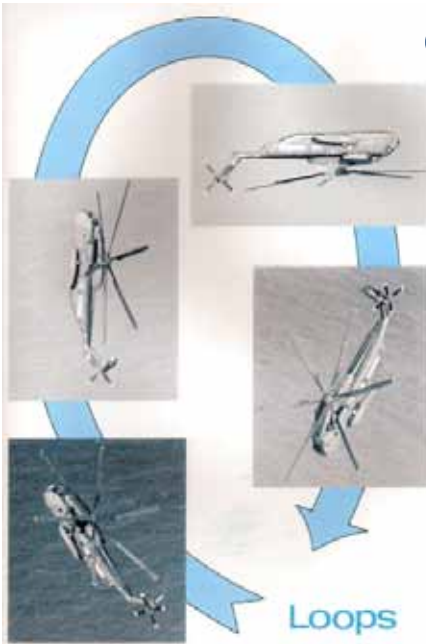
The only chase ship available at the time was an Army UH-1 helicopter shown in the right photos. The camera was secured to a gyro stabilized Tyler rig mounted on the deck of the aircraft's cabin floor as shown in the right photo. The gyro stabilized table installation was utilized to minimize the rotor vibration effects on the photo shoot. The in-flight movie was shot with Joe sitting on the

cabin floor secured to the aircraft via a safety harness. Joe had all the benefits of natural ventilation during the movie filming. ☺



CH-53 Performing Loops and Rolls

Joe Sommers filmed the CH-53A performing loops and rolls on Oct. 23, 1968 by USMC Program Manager Lt. Col. Robert Guay and Sikorsky test pilot Byron Graham. Col. Guay joined Sikorsky Aircraft after completing his tour of duty with the Marines. This aircraft was the heaviest and largest helicopter in the world to perform these in flight maneuvers. During the excitement of filming this historic event, Joe zoomed in on the maneuvers and stated that it appeared as though the CH-53A was heading directly toward his chase ship, making this an event to remember. ☺



During a marketing program in the 1980s, the S-76 Eagle was modified for military missions. A film was produced to demonstrate the aircraft's capabilities for commercial and military operations. Joe Sommers is seen in the right photo being transported on a medical stretcher. The movie demonstrates easy access to the cabin while carrying a wounded warrior. The film was shot in the Okefenoke swamps of Florida. The photographer's task was to make the action as real as possible. ☺

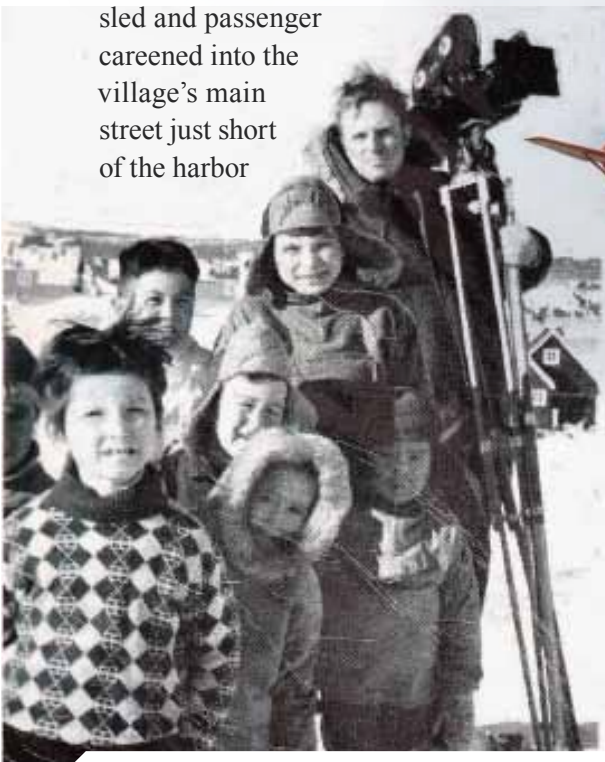


Sikorsky Photographers Captured Historic Events Around The World,

And At Times With Unexpected Results

During a movie filming of Greenlandair's helicopter operations titled "Imaka," which is the Greenlandic word for "maybe." Photographer Bob Murray armed with his Arriflex movie camera was the lone passenger on a long sled pulled by ten huskies, followed by an Eskimo driver heading downhill toward the village of Jacobshavan, Greenland. Bob started filming the wild downhill ride. The dogs picked up speed to the point where the driver was unable to keep up, and he let loose of the reins sinking his knees in the snow as he watched the dogs take off toward the town below.

Bob finished shooting his 100 feet of film, and suddenly realized what had happened. Clutching his camera with one hand and hanging to the back rest with the other, he braced himself for whatever was to come. At the estimated speed of 50 miles per hour as witnessed by onlookers, the dog team, sled and passenger careened into the village's main street just short of the harbor



Fred Hartman poses with group of Eskimo children after filming them in schoolroom sequence for "Imaka." Hartman edited final version.



Bob Murray Ready For Filming

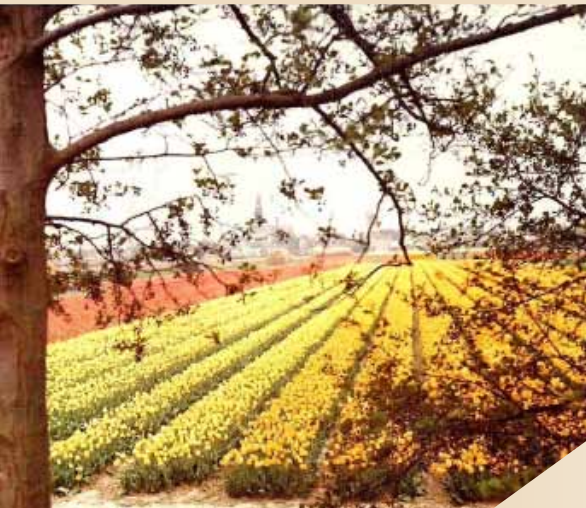
and the awaiting icy waters. At that moment, the confused Huskies parted ranks. In a split second the team snagged around a street corner pole, and yanked all ten dogs into one big pile of thrashing, yelping fur. The sled tethered by the reins, stopped abruptly, sending the harried Murray somersaulting into the center of the pack. Murray and camera escaped, snow covered but unscathed. His only regret was that he did not have enough film to record his hair raising ride for the movie he was in Greenland to shoot. 🙄



S-61N
Greenlandair

Sikorsky S-64

Cold Arctic weather filming was not unusual for Sikorsky photographers. Joe Sommers filmed the Sikorsky S-64 Skycrane demonstrating the aircraft's capabilities to unload cargo from ice trapped ships to shore. In one operation, 1,200 tons of cargo were delivered to Cape Dorset and Coral Harbour in the Baffin Islands with 34 flights in eight days.



Holland, The Land Of Tulips And Windmills

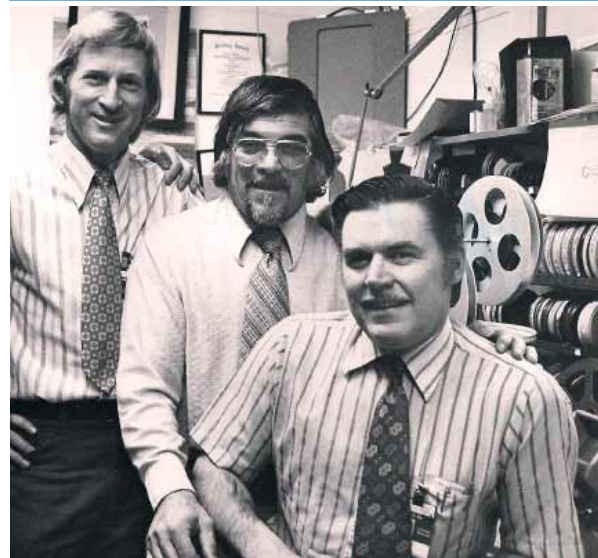
KLM S-61N



Sikorsky Film, "Holland Heartbeat" Won First Prize In The 1973

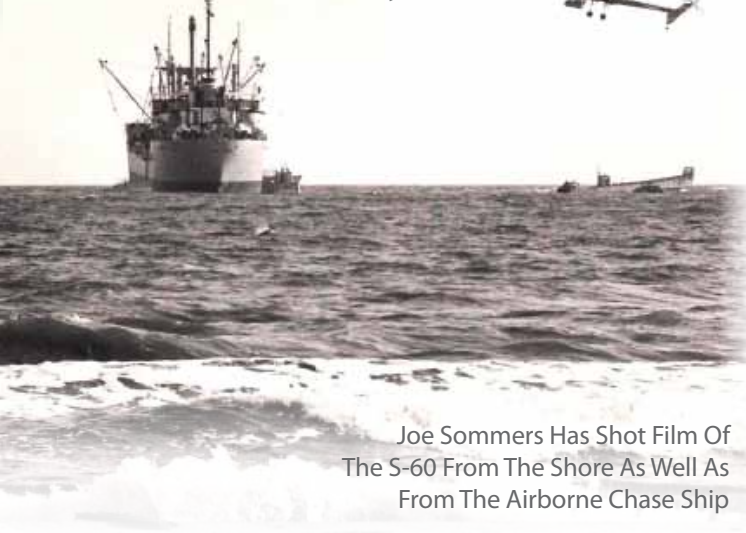
Industrial Photography Competition

The film depicts a one day tour of Holland by the S-61N helicopter operated by KLM Royal Dutch Airlines. "Holland Heartbeat" was filmed and edited by Sikorsky photographers Joe Sommers and Bob Murray. They traveled more than 1,000 miles and shot in excess of 10,000 feet of film during a two week visit to Holland in the spring of 1972. William Schwarz, assistant chief pilot of KLM, Noordzee, conceived the idea for "Holland Heartbeat" and directed the documentary. He also piloted the aircraft used for the tour and served as both technical advisor and interpreter. The script was written by Frank Delear, Sikorsky Public Relations Manager. 📷

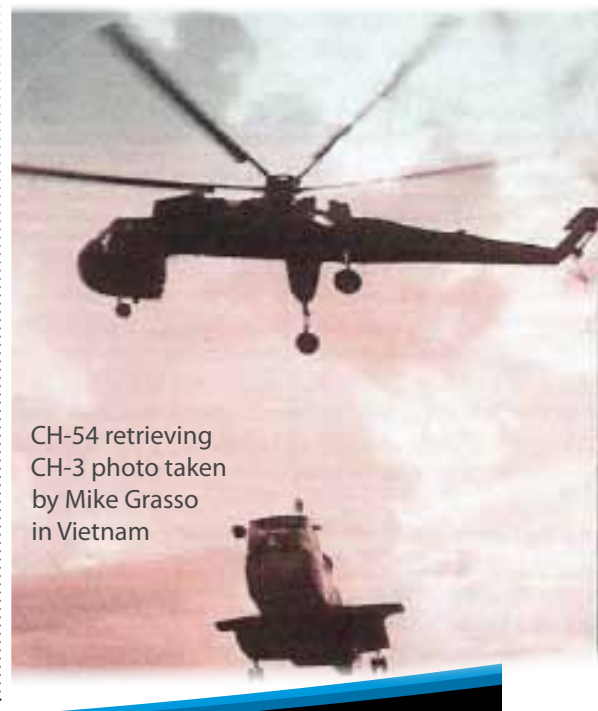


Joe Sommers, Mike Grasso and Bob Murray In the Sikorsky Photo Department

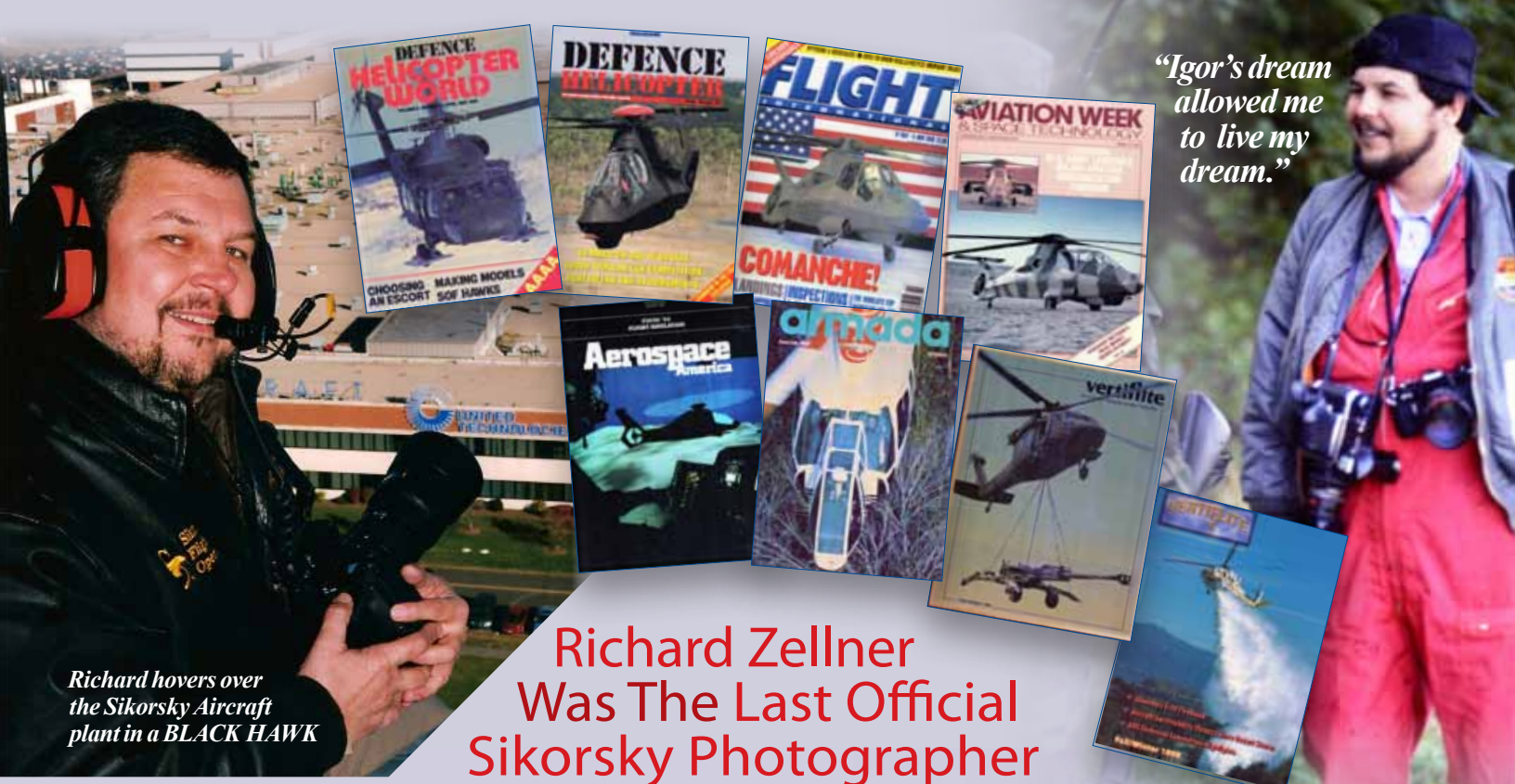
The Early S-60 Flying Crane Capabilities Were Captured On Film Leading To Future Interest And Markets For The S-64 Skyranes.



Joe Sommers Has Shot Film Of The S-60 From The Shore As Well As From The Airborne Chase Ship



CH-54 retrieving CH-3 photo taken by Mike Grasso in Vietnam



“Igor’s dream allowed me to live my dream.”

Richard hovers over the Sikorsky Aircraft plant in a BLACK HAWK

Richard Zellner Was The Last Official Sikorsky Photographer

Richard Zellner covered five decades of photographing stills and films for Sikorsky Aircraft up to his retirement in 2007, when the photography department was replaced by the Computer Graphics Department. His accomplishments included photographing the most advanced technology helicopters in the world. Richard was honored by the leading Aerospace magazines. His photo shoots of Sikorsky aircraft

have appeared on multiples of cover pages of numerous and varied magazines and publications worldwide. Rich won the First Aviation Week Photo Contest for his shot of a Sikorsky SH-60F helicopter crossing the bow of a U. S. Navy aircraft carrier under way shown on *page 1*. The photo is a two page spread requiring it to be folded over into the magazine. 🍷

“Life is not a dress rehearsal.”

— Rich Zellner

August 19, 1947- April 3, 2012

S-92 Flying Over A North Sea Oil Rig



S-92 Flying by the Statue of Liberty



The Once In A Lifetime Photo Of The Statue of Liberty Peering Through The H-60 Cabin Door Opening

Visit us at Sikorskyarchives.com



Bosnia Was More Than A Photo Shoot For Sikorsky Film Crew

A Sikorsky team of photographers Richard Zellner, Mark Caswell and John Soehnlein of Worldwide Marketing Support was sent to one of the most turbulent locations in the world in June 2000 to film a U.S. Army National Guard Peace Keeping Mission, which occurred after a peace accord was signed in 1995 to end the Bosnian Civil War. Although Bosnia was amid a cease fire at the time, snipers, land mines and other dangers associated with this mission were real. These facts were not lost on the Sikorsky crew. Richard commented that years after the cease fire was established, "The country is gorgeous. It has topography that would take your breath away, but amid all that beauty is destruction - houses still in ruin - and no wildlife to be found anywhere." 📸



Mark Caswell, John Soehnlein and Richard Zellner



Battle Damaged Homes And Buildings



National Guard Movie Screen Shots



National Guard Delivering Medical Supplies And Medical Assistance



Zellner Off Duty, Relaxed

May 25, 2014 marks the 125th birthday of *Igor Sikorsky*



At an aviation pioneers luncheon in New York City on Tuesday May 20, 1969 to celebrate Igor Sikorsky's 80th birthday, the gentlemen shown in the photograph starting from the left were some of the attendees: Charles B. (Casey) Jones, chairman of the board of trustees, Academy of Aeronautics, New York;

Roscoe Turner, flamboyant racing pilot of the 1920s and 1930s; Mr. Sikorsky, founder of the helicopter industry; Captain Edward V. Rickenbacker, World War I fighter plane ace; Grover Loening, pioneer aeronautical engineer, and Brig. Gen. E. Franklin Gregory, USAF (Ret.), first military helicopter pilot. 🇺🇸

Newsletter designed and edited by Lee Jacobson and Sikorsky Archive Members with graphic assistance by Edgar A. Guzmán. The photos and historical data relative to the subject of this issue was provided by Joe Sommers, Nancy Zellner and John Soehnlein.

