



Sikorsky Archives News

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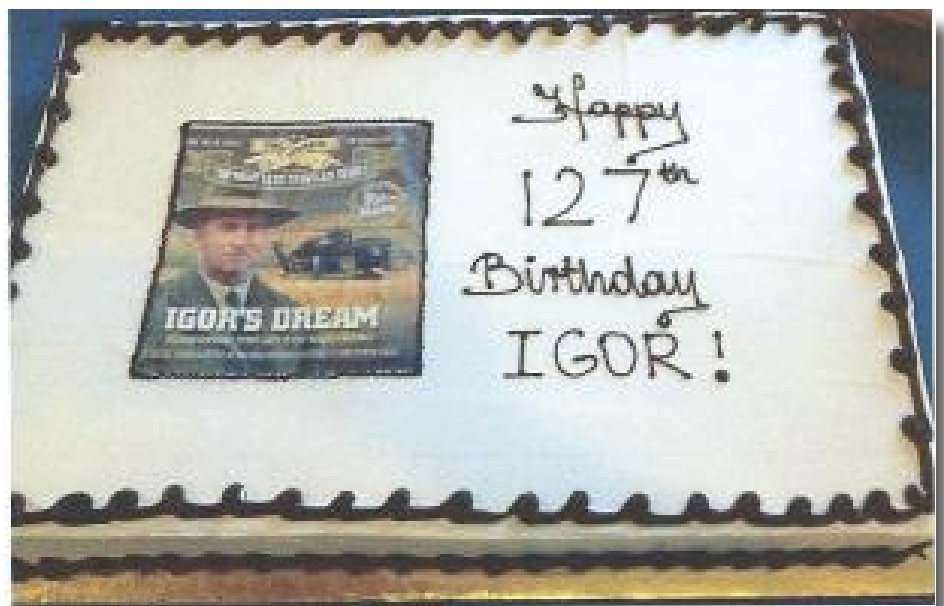
The United States Coast Guard and Sikorsky Aircraft celebrated two significant events in 2016. One century of United States Coast Guard aviation and the 127th birthday of Igor Sikorsky.



S-70 (HH-70J) Jayhawk



S-62C (HH-52A)



Igor Sikorsky's Birthday Cake

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The Coast Guard Foundation and its supporters gathered together in Washington, D.C. on June 8, 2016 to celebrate and honor the United States Coast Guard for 100 years of aviation.

The honored guest was Sergei Sikorsky who served in the Coast Guard during World War II in the helicopter test and development squadron as a helicopter mechanic. He was directly involved with the development and testing of the rescue hoist, and participated in some of the first search and rescue missions. Quoting his father Igor Sikorsky, Sergei remarked, "it is not the machine, it's the air crews who make it possible to innovate, maintain and fly the aircraft." After completing his tour of duty with the Coast Guard, Sergei joined Sikorsky Aircraft to further develop the Sikorsky Aircraft product line.



Sergei Sikorsky addressing the Coast Guard Foundation



Igor Sikorsky congratulating his son Sergei for his Coast Guard service on July 10, 1944



S-39

During World War II, Columbia Pictures made a film called "Coast Guard." During the film shooting at sea, a Civil Air Patrol aircraft ditched into the sea with waves running 20 to 30 feet high. A distress call was made, and an S-39 was launched guided by a rescue vessel. The S-39 arrived and was damaged during landing in the water. The crew was recovered by a U.S. Coast Guard cutter which eventually arrived. The pilot could not restart the S-39 engine. The Coast Guard cutter started to tow the S-39 aircraft, but due to heavy seas it eventually sank.

The U.S. Coast Guard was the first military service that recognized the value of the helicopter for saving lives.

They received their first S-47 (R-4) HNS-1 helicopter in October 1943, and established Floyd Bennett Field in Brooklyn, New York as their first helicopter training base shown in the photo on the right. Sergei Sikorsky spent his early helicopter development years in the Coast Guard at this base.



Sergei testing hoist at sea



Sergei hoisted from a platform atop a movable stroboscopic tower at the Bridgeport Sikorsky Aircraft factory. The aircraft shown has skid landing gear which was not used in production.



S-51 (HO 3S-1G) with external litter carrier

Sikorsky large cabin helicopters were developed in the 1950s decade.

The Coast Guard and other military services were now capable of saving and evacuating large groups of people from hazardous life threatening situations. The development of the rescue hoist coupled with the helicopter provided the capability of rescuing people from flooded areas, roof tops and other locations inaccessible by land vehicles.



S-55 (HO4S-3) swimmer retrieval by hoist



Coast Guard rescue basket



Coast Guard rescue hoist



S-58 (HUS-1G)



S-55 (HO4S-3G)

During the 1960s the Sikorsky S-61 and S-62 helicopters were designed with boat hulls for emergency water landing rescue operations.

The Sikorsky boat hull design techniques of the previous amphibian fixed wing generation helped to produce efficient helicopter boat hulls. Aircraft sponsons or stub wings were utilized to provide the required water handling characteristics. The S-61R had the first rear cargo loading ramp incorporated in Sikorsky helicopters.



S-61R (HH-3F) retrieval by rescue basket



S-61R (HH-3F) rescuing victims of burning boat



S-61R (HH-3F) with rear cargo ramp open



S-62 (HH-52A) using a rescue platform



S-62 (HH-52A) roof top rescue with hoist basket during major flooding



S-62 (HH-52A) rescuing injured fisherman

Hurricane Katrina was one of the most deadliest and most costly hurricanes in the United States.

Katrina caused severe destruction along the Gulf Coast from Florida to Texas due to storm surge and levee failure. Over 90% of beach front towns were flooded. Boats and casino barges rammed buildings pushing cars and houses inland. Water reached 12 miles from the beach area. Over 50 breaches in the New Orleans hurricane surge protection system was the cause of the majority of death and destruction. At the height of the storm, over 80% of large tracts of neighboring parishes became flooded.

U.S. Army Black Hawk, Navy Seahawk, and U.S. Coast-Guard Jayhawk helicopters filled the sky relocating people from stranded cars, roof tops and areas that survivors were able to get to. As one observer stated, "The Sky was full of Sikorsky helicopters rescuing people in distress."



S-70 (H-60) Jayhawk making a basket rescue



Large areas of major flooding



S-70 (H-60) Black Hawk rooftop hoist pickup



S-70 (H-60) Jayhawk rescues driver from submerged truck



Major marina and boat destruction

The celebration of Igor Sikorsky's 127th Birthday was held at the Two Roads Vault Room in Stratford, Connecticut.



Igor Sikorsky Jr, Nikolai Sikorsky, Dan Schultz, Sikorsky President, Brad Hittle, Two Roads CEO, Sal Calvagna, Builder of the S-23 model shown below.



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S-23 model with 16 foot wingspan



The Sikorsky S-23 four engine aircraft were built in Russia in 1913. They were used during the Russian revolution, and were one of the largest aircraft in the world at the time.

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Sikorsky Historical Archives celebrates the 90th birthday of Nicolai Sikorsky and the 87th birthday of Igor Sikorsky, Jr. seated at table between Sergei Sikorsky on left and cousin Dr. Nickolas Viner on right.

Retired Coast Guard S-62 (HH-52A) Seaguard is on display at the Udvar - Hazy Center in Virginia.



Newsletter designed and edited by Lee Jacobson and archive members with graphic art assistance by Jodi Buckley.

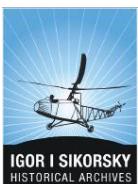


“In improving the situation, science and human intellect are capable of performing miraculous work, provided only that they are guided and directed by the intellect of the higher order - spiritual wisdom. Without such guidance science and intellect are absolutely blind and completely unreliable.”

Igor Sikorsky

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