



Sikorsky Archives News

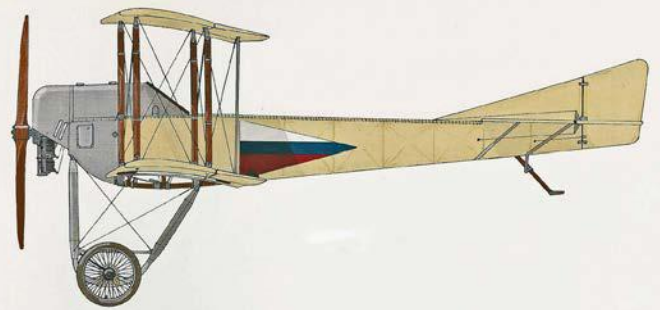
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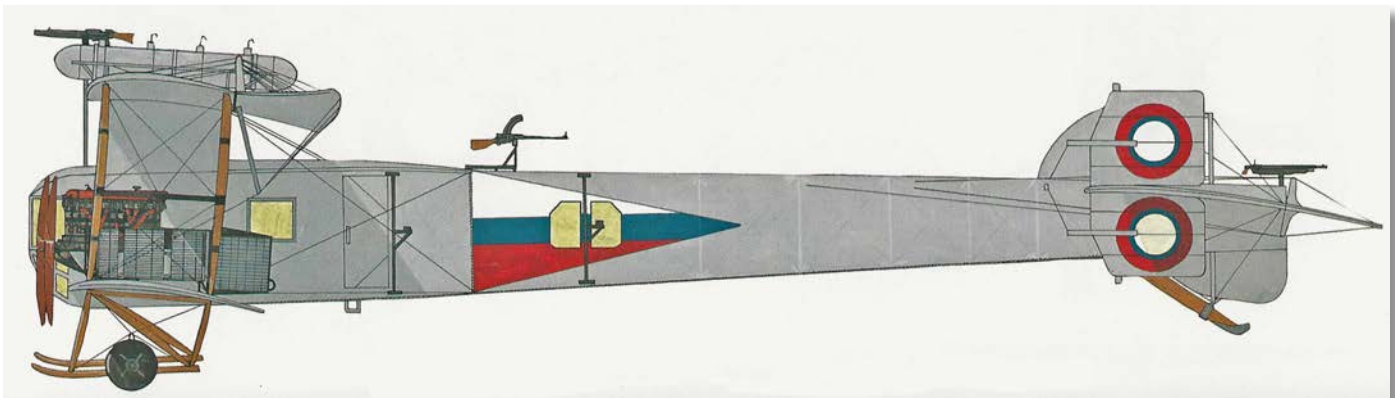
Igor Sikorsky's Russian aircraft, American fixed wing, including amphibians and flying boats, and helicopters were built to detailed design and manufacturing specifications, with exterior color schemes defined by the customer. This issue of the newsletter illustrates some of the artistic variations in the exterior color schemes of aircraft delivered during his three careers. Some of the paint schemes were performed by the customer after delivery.

The Russian Years

Mr. Sikorsky's early aircraft, the S-1 through the S-15, were primarily constructed as metal tubing with fabric covered wings. They were mostly proof of concept designs without a specific customer. It wasn't until the S-16, a small, two seat reconnaissance escort-scout aircraft, that the Imperial Russian Air Force ordered a quantity of the aircraft and specified a paint scheme. The next major series of deliveries came with the Illya Muromets aircraft. These aircraft covered the S-22 through S-27 series of Sikorsky designs. At that time, they were the largest multi-engined aircraft ever built.



Sikorsky S-16 No. 155



Illya Muromets Type G-3 (S-25 series), circa winter 1916-1917

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American Fixed Wing



The S-29A (A for America) was Igor Sikorsky's first aircraft in the U.S. The structure of the airplane was built entirely of metal; duralumin and cold rolled steel. All of the metal work was coated and protected by a varnish made by Valspar. Valspar is still in existence today and recently made the news as part of a "giant paint-company merger of the century" with Sherwin-Williams.

Aircraft flying around Long Island these days are little noticed, but in the 1920's everyone looked skyward when they heard the roar of an engine. It soon became apparent to companies that the S-29 served as a magnificent billboard on which they could advertise. Davidson, based in Atlanta was one of the first to use the S-29. Davidson sold out to R.H. Macy & Co. in 1925.



Curlee Clothes, based in St. Louis, also took an interest in aerial advertising. Although we only have black and white photos of the S-29, we speculate that the advertising was painted in blue because the number used in Curlee advertising was '6121'. That number refers to the model 6121 blue serge fabric suit made by Curlee Clothing Co. and was its best seller.

The final paint color of the S-29 was black, with German markings. First sold to famed stunt pilot Roscoe Turner who in turn sold it to Howard Hughes. Hughes disguised it as a WW I German Gotha bomber and crashed during the filming of Hell's Angels.



Sikorsky Amphibians and Flying Boats

The Sikorsky aircraft of the 1930's ushered in the era of artistic paint schemes for exterior fuselage surfaces.



S.C. Johnson S-38 Replica

S.C. Johnson Wax Co. built a Replica of the Sikorsky S-38 "Carnauba" which explored the Amazon in 1935 in search of Carnauba Palm trees, the source for Carnauba Wax. The full story can be found in the September 2001 Archives Newsletter (on our website: SikorskyArchives.com). Martin and Osa Johnson explored Africa in the 1930's with two Sikorsky Amphibians: An S-38 and an S-39. In 1932 the Johnsons learned to fly at the Chanute Municipal Airport in Kansas, now renamed as the Chanute Martin Johnson Airport. Once they had their pilot's licenses, they purchased two Sikorsky amphibious planes, an S-39-CS "Spirit of Africa" and S-38-BS "Osa's Ark". On their fifth African trip, from 1933 to 1934, the Johnsons flew the length of Africa getting now classic aerial scenes of large herds of elephants, giraffes, and other animals moving across the plains of Africa. They were the first pilots to fly over Mt. Kilimanjaro and Mt. Kenya in Africa and film them from the air.



An original S-39 with "Spirit of Africa" paint scheme

Many of Sikorsky's flying boats (S-38, S-40 and S-42) were procured by Pan American Airways (PAA). The S-38 and S-40 were built as amphibians. The S-40s were modified by PAA to remove landing gear to save weight.

S-38



The first delivery of an S-38 was made to PAA on March 19, 1929. Labeled as the 'Ugly Duckling' this 10 place aircraft pioneered airline routes across the Andes and jungles of South America.

S-40



The S-40 was a 38 place aircraft, powered by four Pratt & Whitney Hornet engines. First flight was August 1931. It was the largest airplane ever built in America and the largest amphibian in the world at that time.



The S-42 was a 40 – 50 place aircraft, powered by four Pratt & Whitney Hornet engines. It set 10 international records. This aircraft was used by PAA to forge the transatlantic and transpacific survey routes.



The last VS-44A, the Ex-cambian, was sold to Brigadier General Charles Blair, founder of Antilles Air Boats based in St. Croix, in 1967. It was utilized to provide service throughout the Caribbean. This aircraft was damaged in 1969 and subsequently rebuilt by Sikorsky volunteers and is proudly displayed in the New England Air Museum in Windsor Locks, Ct.

Sikorsky Commercial and International Helicopters

Sikorsky Commercial Helicopters have been built with interesting paint schemes which are normally high visibility and reflect the proud corporate ownership. Paint schemes are not free – depending on the complexity of the job, paint could add anywhere between 50 and 100 pounds to the aircraft.



S-70 for the National Airborne Service Corporation (NASC)-Taiwan



LifeFlight S-76 Miami Children's Hospital Air Ambulance



Petroleum Helicopters S-92



Canadian Helicopter Corporation (CHC) S-92 helicopter



S-76B, operated by a Japanese air service company, flying past Mount Fuji



S-76, operated by the Arkansas Children's Hospital, approaching the hospital helipad

Sikorsky U.S. Military Helicopters

Sikorsky Military helicopter paints schemes are markedly different from their commercial siblings. Their schemes reflect the need for low observables while conducting delicate military operations. However, for special occasions, helicopters are painted in distinctive commemorative paint schemes.



MH-60S 166294 at HSC-2 NA S Norfolk (left) was painted in a Sikorsky HO3S-1 paint scheme (right) to honor LT j.g. John Thornton, a Navy HO3S-1 pilot with HU-2 in Korea who won the Navy Cross



U.S. Coast Guard S-61 (HH-3F) over landing site



The United States Coast Guard celebrated the 100th Anniversary of Cost Guard Aviation by painting S-70B (MH-60T) helicopters with a 1950s HO4S-1G paint scheme.



Perhaps the most recognized paint scheme in the world is the one used by the U.S. Marine Corps for the Presidential aircraft. Shown are the S-61 (VX-3) and S-70 (VX-60)

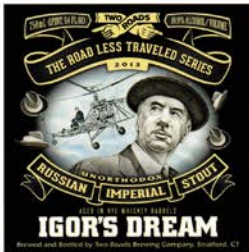


U.S. Air Force S-70 (HH-60G) in camouflage scheme

Two Roads Brewery News

On January 28th the Two Roads Brewery celebrated the release of its fifth edition of Igor's Dream, an Unorthodox Russian Imperial Stout.

As the archives has done in the past, displays were set up at the brewery relative to the S-58, this year's featured aircraft on the label. On hand was Sergei and Nicky Sikorsky as well as their brothers' son, Igor Sikorsky III to speak and sign the bottles. Also present was Ryan Pancoast, the gifted Stratford native who drew the image used for the label. This is his second year for doing so. His time-lapsed movie of the creation of the 2016 label can be seen on YouTube (Search for 'Pancoast Two Roads'). This event, as usual, drew a great crowd, including Dan Schultz, the president of Sikorsky. Two Roads also presented the archives with a portion of the days' proceeds as a donation.



IGOR'S 5TH ANNIVERSARY FLIGHT
In honor of 50 flights, 50 years, and 50 years of aviation, Igor's 5th Anniversary label features the iconic Sikorsky HO4S helicopter. This label is a tribute to the man who revolutionized aviation and the aircraft that has become a symbol of the industry.



Sergei Sikorsky busily signing the bottles



Displays provided by the archives included our large scale commercial S-58 and other smaller ones with handout material

Left – five years of Igor's Dream labels. Note that Ryan Pancoast, the artist for the last two labels, captured the correct paint schemes for the S-56 and S-58 U.S. Military helicopters.



Left - L to R: Sergei Sikorsky, Two Roads Brewery CEO Brad Hittle, Nicky Sikorsky and Sikorsky president Dan Schultz

Help Us Preserve the Igor Sikorsky Heritage

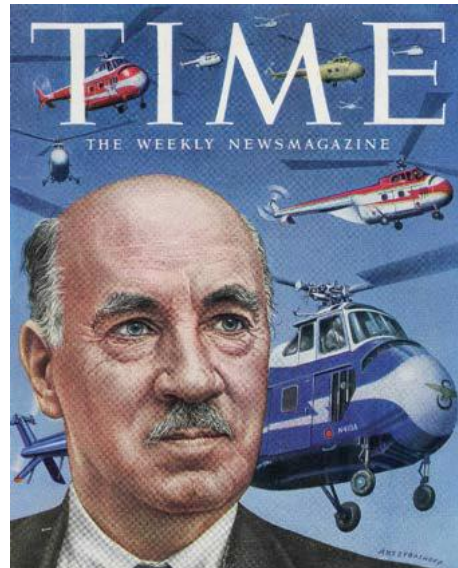
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The cover of the November 16, 1953 issue of Time Magazine – painting of Igor Sikorsky with the S-55 paint schemes in the background

Prepared by Lee Jacobson, John Bulakowski and Igor I. Sikorsky Historical Archive members with graphic art and layout assistance by Jodi Buckley



“In America I found the conformation of my hopes and came to understand the reason for the success of this country. Nothing can equal free work and free men. This is the foundation upon which the indisputable success of the United States has been built.”

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