

The Sikorsky HO3S-1 was a version of the S-51 model delivered to the United States Navy for Military Use.

The Sikorsky S-51 made its first flight on February 16, 1946 propelled for a 450 HP Pratt & Whitney engine. As distinctive features with previous models, this one featured a nose wheel, a widened fuselage to be able to transport up to three passengers and an increase in the size of the main rotor.

With a maximum take-off weight of 2812 kg, the first deliveries were made in August 1946, with several versions being made for military use, among which the R-4F, of which up to 11 units were built in 1947 for the USAF, the HO3S version -1, with a total of 88 units manufactured for the US Navy, and the HO3-S1G, with 9 units destined to the U.S. Coast Guard.

Piloted by Commander Sessums, the HO3S-1 became in the first helicopter to fly over Antarctica in 1946.

At the end of 1946, the US Navy It ordered its first four units of the Sikorsky S-51 helicopter for later use in Antarctica. In order to distinguish them from those for civilian use, these were incorporated into their fleet under the name of HO3S-1.

On board the Pine Island helicopter carrier, commander Walter M. Sessums flew with the HO3S-1 through Antarctica on Christmas Day 1946, becoming the first helicopter to fly over that territory.

This feat is not surprising if one takes into account that it was already an ancestor of the S-51 that carried out the first maritime rescue carried out by a helicopter on November 29, 1945.

In addition, it should be added that the S-51 was He was also a pioneer in establishing the first air mail service by helicopter, initiated by Los Angeles Airway on October 1, 1947.



The total production reached 88 units and continued manufacturing as Dragonfly.

In view of the capabilities of the HO3S-1, in 1948 the U.S. Navy decided to acquire a total of 42 more units to incorporate them into its warships, including airplanes and hydro aircraft carriers.

In February 1948, six HO3S-1 were already part of the Navy's first regular helicopter transport squadron, which eventually acquired a total of 88 units.

The civil variant S-51 continued to be manufactured years later in Great Britain with a propulsion plant of 520 CV under the name of Dragonfly.

The HO3S-1 123133, participant survivor of the War of area of 1950.

The Sikorsky HO3S-1, with four seats of capacity, was present in the war between North Korea and South Korea that took place between June 25, 1950 and July 17, 1953.

The group of the Navy of The USA. Known as MAG-33 he participated in the war with a fleet that incorporated squadrons of VMF-323 and VMF-214, OY-2 observation aircraft and Sikorsky HO3S-1 helicopters among many other aircraft.

These were very useful, since transported in the main sea ships such as the Bon Homme Richard, allowed numerous tasks of rescue and rescue of United Nations pilots on enemy lines.

In 1957 the last HO3S-1 helicopters still active in the US Navy were removed, among which was the current survivor of the Korean conflict: the HO3S-1 with S / N: 123133.



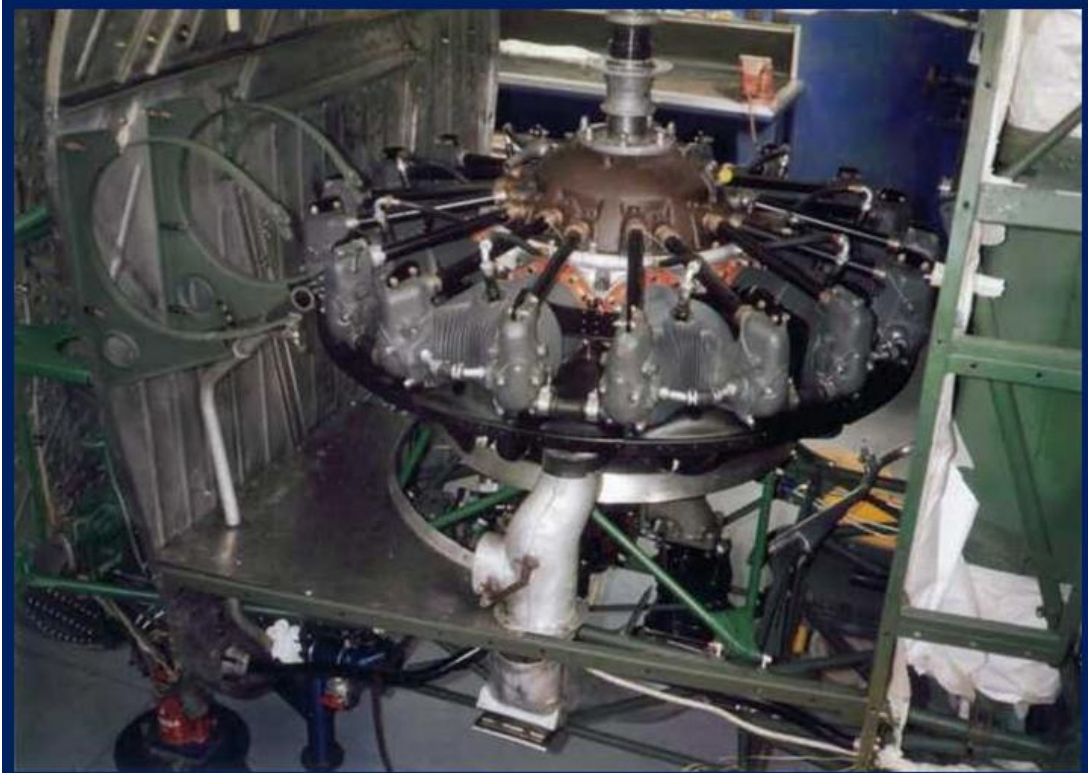
All the components of this HO3S-1 helicopter, with number of series 123133, have been revised and placed at 00:00 hours according to Sikorsky maintenance manual.

SISTEMA ELÉCTRICO INTERIOR



AREA MOTOR

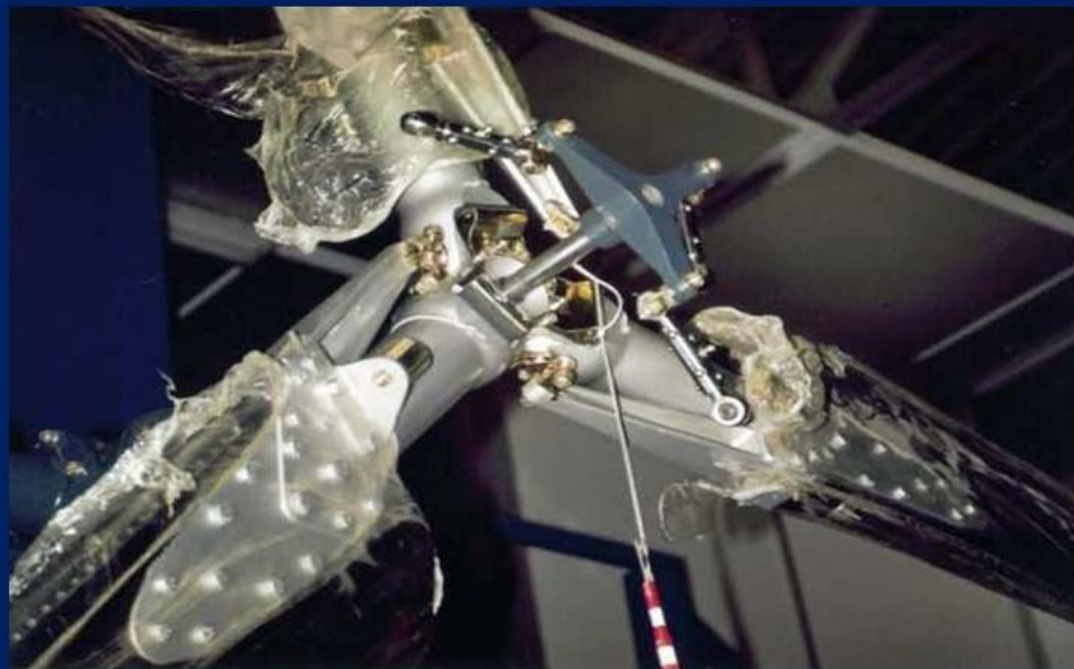




ROTOR PRINCIPAL



ROTOR DE COLA



INTERIOR





Sikorsky HO3S-1 On a Aircraft Carrier Ship in takeoff phase



Sikorsky HO3S-1 On a Aircraft Carrier Ship in takeoff phase during the Korean War of 1950













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IF BATTERY SWITCH IS "ON".
IF RECEPTACLE
IS

WARNING

DO NOT REMOVE THIS JUNCTION BOX COVER WHILE BATTERY SWITCH IS "ON", WHILE EXTERNAL POWER RECEPTACLE IS CONNECTED, OR WHILE ENGINE IS OPERATING. SERIOUS FIRES CAN RESULT.

