

Sikorsky HH-52A Seaguard



Manufacturer: Sikorsky Aircraft Corporation

Designation: HH-52A

Other Designation: S-62C, HU2S-1G

Aircraft Type: Amphibious Helicopter
Cost: \$250,000 (1963)

Rotor Diameter: 53 ft 0 in.

Blade Area: 2,206 sq. ft.

Height: 16 ft. 0 in.

Length: 44 ft. 6.5 in.

Top Speed: 109 kts.

Cruising Speed: 85 kts.

Sea Level Climb: 1,080 ft./min.

Range: 474 nm.

Empty Weight: 5,083 lb.

Gross Weight: 8,300 lb.

Service Ceiling: 11,200 ft.

Powerplant: General Electric T-58-GE-8B turboshaft (1,250 shp. Derated to 730 shp.)

Takeoff Power: 730 shp.

Crew: 3

Passengers 10

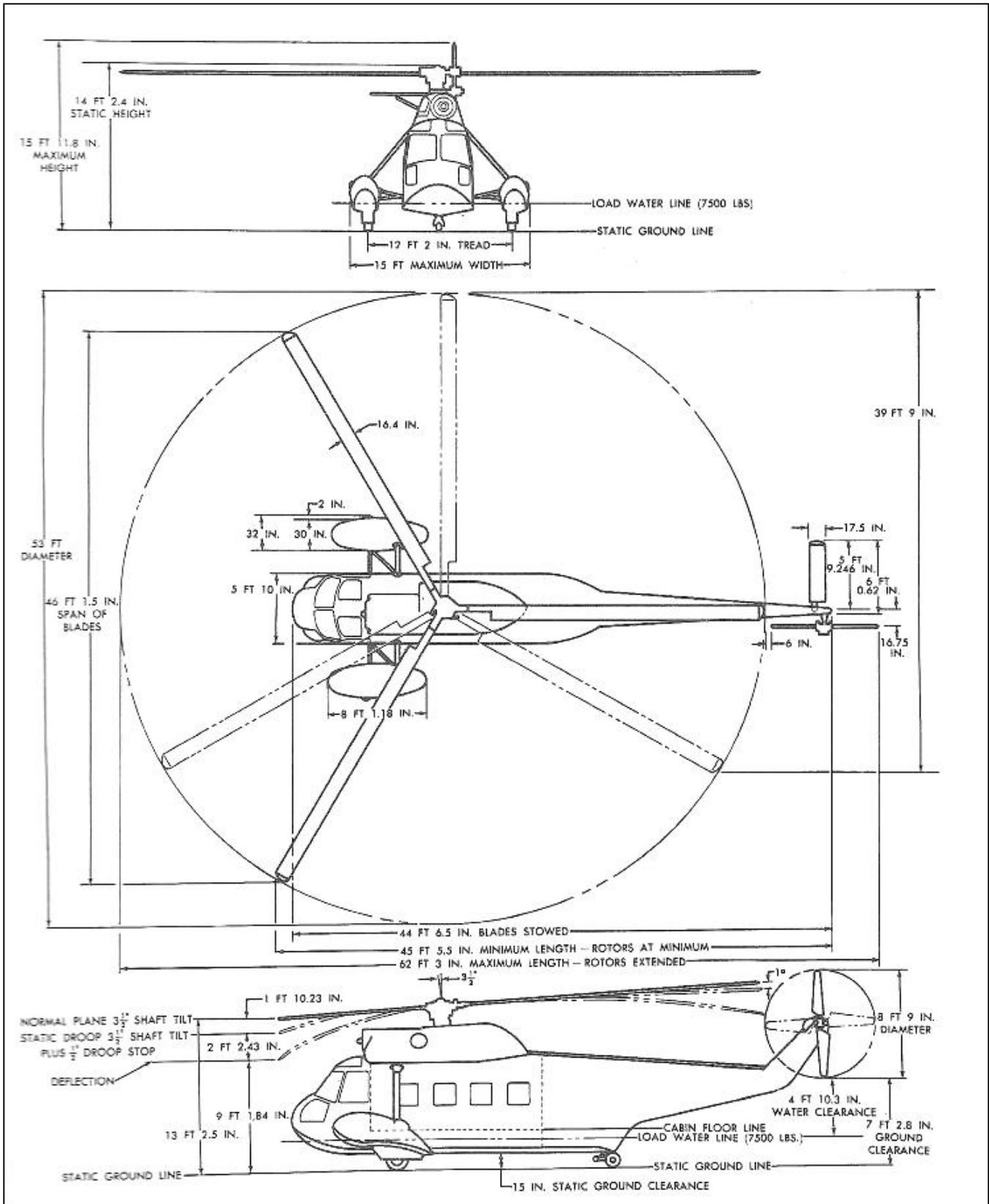
Historical Information:

The Sikorsky HH-52A helicopter was developed from a Sikorsky commercially developed S-62 amphibious helicopter which mated the dynamic components from the S-55 (HO4S-3/HH-19G) helicopter with a boat hull and a light-weight turboshaft engine. Sikorsky funded a "Fly before you Buy" Coast Guard Test Program conducted by LCDR Frank Shelly, a Navy Test Pilot School Graduate, and ADCM Clayton Roll, a former Enlisted Naval Aviator (AP), at the Naval Air Test Center, Patuxent River, Maryland. This test program confirmed the contractor claims for performance and suitability to fill the mission. A contract for the initial quantity of helicopters was signed on June 21, 1962. The first of a total of 99 helicopters was delivered on January 9, 1963. The last HH-52A helicopter was delivered on January 17, 1969.

This is the helicopter that truly made rotary-wing aviation the backbone of Coast Guard aviation. The HH-52A's versatility and reliability were legendary—as was its ability to work with the cutters of the Coast Guard's fleet, even its icebreakers.

During 26 years of service the HH-52A saved over 15,000 lives. The last flight of the HH-52A helicopter was on September 12, 1989.

Images:



HH-52A 3-view drawing



Official caption: "New HH-52A Turbine Flying Boat Helicopter, Stratford, Conn.";
photo dated 9 January 1963; no photo number; photographer not listed.

The Coast Guard's first HH-52A, CG-1356, on the tarmac of Sikorsky's Stratford, Connecticut Manufacturing facility. This is the helicopter that truly made rotary-wing aviation the backbone of Coast Guard aviation. The HH-52A's versatility and reliability were legendary.



No official caption; photo dated 2 September 1965; Photo No. 5CGD-090265-07; photographer not listed.

The newest Sikorsky near its immediate predecessor at Air Station Elizabeth City. Coast Guard aviator, Captain Peter Prindle, USCG (Ret.), noted that "The original Air Station hangar 49 has the air field control tower mounted above the rear of the building, and along with Port Angeles, was one of two Air Stations with Coast Guard air traffic controllers."



No official caption; photo dated 7 July 1964; photo number 8CGD-070764-2; photo by R. F. Gliniecki. A month after the new 210-foot medium endurance cutter *Reliance* (WPG/WMEC-615) was commissioned on 20 June 1964 she was conducting drills with a new HH-52A. .



No official caption/photo number; photographer unknown; a Coast Guard aircrew picks up the last HH-52A delivery, January 1969.



No official caption/photo number; photographer unknown; CG-1383 rescues man from roof St. Bernard Parish Louisiana in 1965 after hurricane Betsy. HH-52A helicopters rescued 1,200 people after hurricane Betsy.



No official caption/photo number/date; photographer unknown. HH-52A CG-1355 making a water pickup using the rescue platform which permitted rescues more quickly than hoisting survivors as the Coast Guard did not have a formal rescue swimmer program until the 1980s.



No official caption/photo number/date; photographer unknown; HH-52A CG-1364 making rescue using basket and hydraulic rescue hoist.



No official caption/photo number; photographer unknown HH-52A lands on board CGC *Westwind* during flight operations in Gravesend Bay, NY, March 1964.



Official caption: "Two HH-52A U.S. Coast Guard helicopters fly over Pearl Harbor, Hawaii." Photo No. SDAN: DN-SC-92-05757; photo dated March 1987; photo by OS2 John Bouvia.



No official caption/photo number/date; photographer unknown. HH-52A 1367 picks up cargo in Antarctica while serving aboard CGC *Northwind* in 1986. HH-52s were typically painted in high visibility colors when assigned for temporary service with Coast Guard icebreakers.

Sources:

Aircraft History File, U.S. Coast Guard Historian's Office.

Arthur Percy, *U.S. Coast Guard Aircraft Since 1916* (Annapolis: Naval Institute Press, 1991), pp. 297-302.

Records and Files, Igor I. Sikorsky Historical Archives, Inc.
<http://www.sikorskyarchives.com/S-62%20HELICOPTER%20.php>
(as per Vincent B. Devine, Archivist-Trustee).

U. S. Coast Guard Aviation Association- Coast Guard Aviation History- Coming of Age (1957-1975)
<http://uscgaviationhistory.aoptero.org/history03.html>

