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# CH-53K UPDATE

Rendering of Sikorsky's CH-53K Helicopter.

## CH-53K Heavy Lift Helicopter Subsystems Development Progresses on Schedule

## Prototype Assembly Looms

Submitted by CH-53K Program Management Team

STRATFORD, Conn – As world events continue to illustrate the vital need for a helicopter to fulfill heavy lift missions in a variety of ways, the CH-53K helicopter being developed by Sikorsky Aircraft for the U.S. Marine Corps has logged key milestones in recent months as it steadily moves closer toward production of the first prototypes.

A Critical Design Review (CDR) for the CH-53K Helicopter's main and tail rotor servo subsystem was successfully completed in July at Claverham Limited in Bristol, Great Britain. In addition, Sikorsky received the first of the 8,500 supplier parts – primarily transmission gear forgings that are undergoing precision machining at Sikorsky's Stratford, Conn. facility.

Subsystem CDRs are a multi-disciplined product and process assessment to ensure that the subsystem under review can proceed into fabrication, demonstration and test, and can meet the stated performance requirements within cost, schedule, and risk and other system constraints.

The review team consisted of representatives from Hamilton Sundstrand (Claverham's parent com-

pany), Naval Air Systems Command (NAVAIR), the Defense Contract Management Agency (DCMA), and the Sikorsky CH-53K Helicopter Flight Controls Integrated Product Team (IPT).

The CH-53K helicopter's main rotor servo system is unique. "As with many components on the CH-53K, they are an order of magnitude larger than the CH-53E or other conventional helicopters," said Robert Ford, IPT Lead for the CH-53K hydraulics and mechanical controls.

*Continued on page 2*

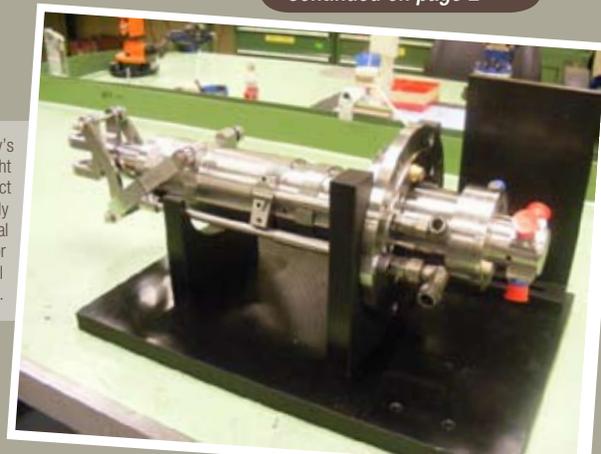
### RECON

SAS Hosts SEAKING™ Symposium

Brazil BLACK HAWK Fleet Marks 5,000 Flight Hours

SEAHAWK® Helicopter Inducted in Naval Museum

X2 Technology™ Update



In July 2009 Sikorsky's CH-53K Helicopter Flight Control Integrated Product Team successfully completed the Critical Design Review (CDR) for the main rotor and tail rotor servo pictured here.

## CH-53K Heavy Lift Helicopter *continued from page 1*

The CH-53K main rotor servos are approximately 45 percent larger than the CH-53E helicopter (the predecessor to the CH-53K) providing a dual stage output of 70,000 pounds required to control each of the seven massive main rotor blades. The tail rotor servo is 2.5 times larger than its predecessor's and provides 24,400 pounds of dual stage output force. In addition, the fly-by-wire servo configuration builds upon the experiences of both the Sikorsky Canadian Maritime Helicopter Program and UH-60M Upgrade helicopter programs.

This CDR represents one of 61 subsystem CDR's that comprise the CH-53K helicopter's design schedule. Other recent subsystem CDR successes include the engine, air data computer, integrated fuel system and integrated vehicle health management system (IVHMS). Thirty-four subsystem CDR's are scheduled for completion by the end of 2009.

While these CDR events set another cornerstone in the CH-53K helicopter's foundation, the arrival of the first forgings also signals a significant milestone.

"It means the program is advancing from the 'paper' stages of engineering and design to the hardware stages of castings and forgings," said John Johnson, CH-53K Helicopter Program manager. "It is exciting to see such an impressive aircraft start coming to life with these forgings for the dynamics system."

The parts will support assembly of the seven prototype vehicles that will be delivered during the system design and development program. Of the seven, four will serve as engineering development vehicles. The remaining three will serve as a dedicated ground test vehicle, a static test article, and a fatigue test platform. The prototypes will be assembled at Sikorsky's Development Flight Center in West Palm Beach, Fla.

The CH-53K will replace the current three-engine Sikorsky CH-53E SUPER STALLION™ helicopter. The CH-53E helicopter is currently the largest, most powerful maritized helicopter in the world. It is deployed from Marine Corps amphibious assault ships and land bases to transport personnel and equipment, and to carry external (sling) cargo loads.

The CH-53K helicopter will nearly triple the external payload to 27,000 pounds transportable over 110 nautical miles under "hot high" operational conditions. It will maintain the same footprint as the CH-53E and have significantly lower operational costs.

Sikorsky Aircraft received a \$3 billion System Development and Demonstration contract on April 5, 2006 to develop a replacement for the U.S. Marine Corps CH-53E heavy lift helicopter. The program is expected to produce more than 200 new aircraft. ☺

## SIKORSKY AEROSPACE SERVICES HOSTS SYMPOSIUM FOR 50TH ANNIVERSARY OF THE SEA KING™ HELICOPTER

*Submitted by Heather Greco, Sikorsky Aerospace Services*

STRATFORD, Conn. – The 50th anniversary of the legendary S-61™ helicopter was celebrated during the 12th annual International SEA KING™ Maintenance Symposium, hosted by Sikorsky Aerospace Services, the aftermarket business of Sikorsky Aircraft.

Operators of the aircraft, owners, pilots, and maintenance personnel participated in technical and informational sessions during the three-day symposium. Sergei Sikorsky, son of Sikorsky Aircraft Corp. founder Igor Sikorsky, was the keynote speaker for the event.

"The S-61™ helicopters have performed a variety of military and commercial missions since the first prototype flew in March 1959 after Sikorsky Aircraft developed it for the U.S. Navy," said Frank DiPasquale, Vice President, Sales, Marketing & Strategic Relationships for Sikorsky Aerospace Services. "Since then, military services around the world have flown them, and today more than 550 SEA KING and S-61 commercial helicopter variants continue to operate in



more than 20 nations. With a new modernization program under way, we hope to keep these aircraft flying for many years to come."

Chairman of the symposium Steering Committee, Lieutenant-Colonel Ken MacKenzie (above), Canadian Forces, said: "The symposium offers a unique opportunity for military and commercial operators and industry representatives from around the world to discuss common technical and maintenance issues that enable us to sustain our SEA KING and S-61 helicopter operations."

"As this year marks the 50th anniversary of the first SEA KING flight, it is fitting that Sikorsky is hosting this year's symposium," MacKenzie added. ☺

## BLACK HAWK Pilot Presents Combat Flag to Sikorsky Aircraft

While deployed to Operation Iraqi Freedom (OIF 06-08), MAJ Charlie Van Zant, a pilot in the 1-11th Aviation, a General Support Aviation Battalion with the Florida National Guard, started flying American flags on combat missions and presenting them to special individuals back home. MAJ Van Zant recently presented Sikorsky Government Business Manager Mike Mudd with a combat flag and custom display case. The flag was later presented to Sikorsky President Jeffrey P. Pino in recognition of the special role the BLACK HAWK has served MAJ Van Zant's military career. MAJ Van Zant began his career as a UH-60 BLACK HAWK helicopter mechanic more than 10 years ago. ☺

Major Van Zant (left) presents award to Sikorsky's Mike Mudd.



# Brazilian Air Force Celebrates 5,000 Flight Hours with BLACK HAWK Helicopter Fleet

*Submitted by Amy Phoenix: Sikorsky Communications*

The Brazilian Air Force has performed numerous humanitarian rescue missions using BLACK HAWK helicopters in recent years and on July 21, 2009, they achieved a significant fleet milestone. The 7th and 8th Aviation Group Eagle Squadron (Esquadrão Harpia) completed a remarkable 5,000 flight hours operating Sikorsky UH-60L BLACK HAWK helicopters.

The BLACK HAWK helicopter has been flying in Latin America since the late 1980s. The Colombian Air Force, the Brazilian Army and the Chilean Air Force were among the first customers to purchase BLACK HAWK helicopters. The Brazilian Air Force currently operates six BLACK HAWK helicopters in the Amazon region and has 10 more on order.

In 35 months, the fleet participated in missions to aid flood victims in Bolivia, Santa Catarina, Maranhão e Piauí, and performed search and rescue missions, such as those following the disappearance of Air France Flight 447 in June 2009. In addition, the helicopters are serving in Argentina and Mexico for a variety of missions including utility, troop transport, combat assault, armed escort, medical evacuation, and disaster relief.

Sikorsky's BLACK HAWK helicopters showed their versatility and were instrumental in rescue operations during Bolivia's floods in spring of last year.

During this operation, the Brazilian Air Force completed more than 1,800 rescues and transported 75 tons of cargo. By the end of this year, more than 100 BLACK HAWK helicopters will be serving in Colombia, Mexico and Brazil. ☺



Sikorsky BLACK HAWK helicopters were instrumental in rescue operations and delivering food and water during the Brazilian floods last spring.

## Sikorsky Supports FORSCOM Conference

SAC recently supported the Army Aviation FORSCOM conference and the Wounded Warrior Foundation. The conference attracts attendees from the National Guard and Reserve Army Aviation. Below COL Danny Ball and CW5 (Ret) Cliff Evans presents Sikorsky Aircraft representative Mike Mudd with a plaque recognizing the company for its support of the conference and Wounded Warrior Foundation. ☺



## Sikorsky Recognizes U.S. Soldiers for Flight Hours in Combat

Sikorsky President Jeffrey P. Pino presented Combat Flight Hour Awards to 15 soldiers assigned to 1-212th Aviation Regiment at Lowe Army Heliport, Fort Rucker, Alabama on Aug. 26. Also in attendance were Scott Starrett, President of Sikorsky Military Systems, Dan Stewart, Fort Rucker's Government Business Development Manager, COL Russ Stinger, 110th Aviation Brigade Commander, and LTC Michael Burns, Commander of 1-212th Aviation Regiment. ☺



# BLACK HAWK Helicopter Performs Well as Guard “Mega-Team” Puts up Powerful Statistics in Iraq

Submitted by Tom Nicolett, Sikorsky Government Business Development and Marianne Heffernan, Sikorsky Communications

Their mission called for experienced soldiers and the right tools to do the job, so when **Task Force 34** deployed out of Minnesota in May 2008 headed for Iraq, they were bound to rack up impressive statistics in the name of duty. The work of the more than 102 aircraft under the command of COL R. Clay Brock Jr. is a story easily told in numbers:

- 14 months deployed, 10 months in country
- 62 BLACK HAWK helicopters from National Guard units in Florida, Iowa, Louisiana, Minnesota, Oklahoma, South Carolina, and Texas
- More than 20,000 flight hours
- More than 5,600 combat missions, many flown at night using night vision goggles
- Transported more than 220,000 pounds of cargo
- Transported more than 66,000 passengers
- Transported more than 2,200 patients
- Achieved an operational readiness rate of more than 83 percent

## BLACK HAWK UNITS COMPRISING **TASK FORCE 34**:

- 1-244th Assault Helicopter Battalion (30 BLACK HAWK helicopters)
- C CO, 2-211st General Support Aviation Battalion MEDEVAC (12 BLACK HAWK helicopters)
- C CO, 2-149 General Support Aviation Battalion MEDEVAC (12 BLACK HAWK helicopters)
- A CO, 2-149th General Support Aviation Battalion (8 BLACK HAWK helicopters)



Mike Mudd, (right) presents Sikorsky Welcome Home poster to CPT Randy McCreary, C Company Commander, Florida National Guard. McCreary's company deployed to Iraq in April 2008 and flew more than 5,000 accident/incident-free combat flight hours with their UH-60 BLACK HAWK helicopters.

## MEGA-TEAM



Tom Nicolett (right) presents Sikorsky Welcome Home poster to LTC Bossetta and CSM Creedy. Also present is MG Bennett Landreneau, Adjutant General of the Louisiana.



LTC Burt Bergez presents plaque to COL Clay Brock

## Spotlight on LTC Pat Bossetta: From Iraq to New Orleans, A Battalion Commander Looks Back



When a special task force of National Guard units was created in 2008 and deployed to Iraq, it brought with it a number of veteran soldiers for whom Iraq was a repeat performance. Not only that, it included a battalion commander whose Army experience spanned more than 20 years, dating back to his enlistment in 1987 and including two combat tours in Iraq, where he was commander of the 1-244th Assault Helicopter Battalion.

LTC Bossetta's battalion was comprised of 438 soldiers who performed the full spectrum of Army Aviation missions. In a recent interview with *Frontlines*, he recounted some of the highlights of his Army experience, which ironically included a great humanitarian effort when Hurricane Katrina struck his home town of New Orleans, Louisiana.

"I have had the distinct honor and privilege of commanding this simply outstanding unit in combat as well as during the rescue and relief efforts during Hurricane Katrina and Rita," he said. "There were so many moments that stand out such as bringing everyone back from Iraq in one piece."

The 1-244th was the BLACK HAWK assault helicopter component of **Task Force 34**, which was composed of UH-60, CH-47 and AH-64 helicopters. The 1-244th flew dangerous air assault missions in mixed formations at night using night vision devices and night vision systems. Bossetta said while his battalion operated mostly older model UH-60A BLACK HAWK helicopters, another flew UH-60L models that were roughly six years old. Regardless of the aircraft's "age," the fleet performed consistently well. "The more we flew them, the better off the maintenance and the aircraft seemed to perform," he said.

*Forty percent of the task force's missions were flown at night requiring the use of night vision devices. Their assignment was to conduct:*

- Air assault operations
- Air movement operations, transporting passengers and cargo
- MEDEVAC chase ship operations, providing protection for MEDEVAC BLACK HAWK helicopters
- Battalion support operations

### Keeping 'em Flying

The approach to maintenance was constant and robust, setting a high standard of reliability and availability. Maintenance test pilots were stationed on the flight line during launch periods to keep aircraft on schedule. Each company was required to review its log books weekly and company commanders attended weekly battalion-level maintenance meetings. "Commanders got the message quickly that I should not know more about their aircraft than they do," he said.

But a systematic and comprehensive maintenance program was just one component in the strategy for the battalion's success. The 1-244th battalion flew its 30 BLACK HAWK helicopters a phenomenal 17,400 hours during its deployment with an exceptional operational readiness rate of more than 83 percent.

"That is a testament to a well-built and tough aircraft," Bossetta said. Sikorsky Aircraft representatives also attended daily production control meetings to support the battalion's successful mission.

### Commendable Soldiers

Upon its first return from Iraq, the battalion lent support to the relief efforts during Hurricanes Katrina and Rita. The unit, still recovering aircraft and equipment, returned to find its facility destroyed by the disaster.

Bossetta said the most memorable moment of his command experience came in the face of the devastation wrought by Hurricane Katrina. Most of the battalion had lost its aircraft life support equipment and its prescribed load list of expendable items were 12 feet under water. Bossetta said the destruction hit home, literally, for his soldiers. It was in that moment that he saw the true mark of a soldier shine through.

"Most soldiers' homes were destroyed or severely damaged and their families were displaced. The members of the unit and the entire Louisiana National Guard rose to the occasion and performed to save thousands of lives. Aviation was the difference maker during that operation, and we conducted most of those first contact rescues within the first week after the storm—with minimal equipment, parts and tools, without any mishap, accident or loss. It was a total team effort and truly personified the best of the citizen soldier." ☺

## SEAHAWK® Helicopter Joins National Naval Aviation Museum Collection

PENSACOLA, Fla. - "The Venom 500" a Sikorsky SH-60B SEAHAWK® helicopter that has been in continuous duty with the U.S. Navy for 23 years, was inducted into the National Naval Aviation Museum with great fanfare on July 31, 2009.

During its career, the helicopter flew more than 8,700 hours, first as a training aircraft, and later in a counter-submarine mission, flying off Navy destroyers and frigates.

The retirement of the "Venom 500" comes as the Navy starts to move toward a new version of the SEAHAWK helicopter, with more advanced avionics and combat systems. Gregory Hoffman, Director of Navy Requirements for Sikorsky, said, "This aircraft being retired today represents the entire community's transition to the MH-60R helicopter and where we are going in the future of Naval aviation."

Retired Navy Capt. Bob Rasmussen, director of the National Naval Aviation Museum, said he was glad to be able to add the helicopter to the museum's collection. ☺



The National Naval Aviation Museum hosted a ceremony in July to induct the "Venom 500" an SH-60B SEAHAWK helicopter into its collection. (Photo by: NAMF/Nicholas Thrasher)

# Sikorsky X2 Technology™ Program Relocates to Florida to Prepare for High-Speed Test Flights

Submitted by Marianne Heffernan, Sikorsky Communications

WEST PALM BEACH, Fla. – Aiming to achieve the highest speed ever recorded for a helicopter, Sikorsky Aircraft Corp.'s X2 Technology™ demonstrator has relocated to the company's Florida flight facility as it begins the next phases of testing in the experimental program.

As the program continues to expand its flight envelope, it has also been recognized by two mainstream media publications for its innovative technology. *Popular Mechanics* has named the X2 Technology program as a winner of a 2009 Breakthrough Award, while *Popular Science* has identified it as a "2009 The Best of What's New" award winner.

The X2 Technology demonstrator combines an integrated suite of technologies intended to advance the state-of-the-art, counter-rotating coaxial rotor helicopter. It is designed to demonstrate a helicopter can cruise comfortably at 250 knots while retaining such desirable attributes as excellent low speed handling, efficient hovering,

and a seamless and simple transition to high speed.

For the past three years, the X2 Technology demonstrator program has been located at the Sikorsky Global Helicopters operation in Horseheads, New York, where the demonstrator achieved first flight last year.

"The move to Sikorsky's West Palm Beach facility signifies a major turning point in this program as we have officially concluded Phase One testing and the configuration build-out to take the demonstrator to the maximum initial speed of over 50 knots," said Jim Kagdis, Program Manager, Sikorsky Advanced Programs.

"Now we will fully test the integrated system to include the coaxial main rotor dynamic system with pusher propeller, and we'll look to validate the key performance parameters of high speed, low

noise, low vibration and low pilot workload. We have a lot of work ahead of us, and the Florida facility will provide ample room and a climate that will serve this program well as it moves toward the 250-knot milestone," Kagdis said.

Prior to its relocation to Florida, the X2 demonstrator achieved another milestone with the completion of two test flights that included full engagement of the distinctive propeller for the first time.



The X2 Technology™ demonstrator successfully completed its first flight at Sikorsky's facility in West Palm Beach, Florida on August 12.

In one hour of testing conducted in two flights, the aircraft flew at speeds reaching 52 knots in one test and 42 knots with the propeller providing forward thrust in the second flight. Kevin Bredenbeck, Director of Tests for Sikorsky and Chief Test Pilot for the X2 Technology program, accomplished the flights on June 30.

"Since that test, the demonstrator has taken its first flights "out of the yard," leaving the WPB facility for extended flights that reached 80 and 106 knots.

Sikorsky is maturing this technology in preparation for emerging missions including rapid air medical response for the civil market and reconnaissance, attack, and special operations missions for the military market.

"The program is progressing extremely well both technologically and from a future applicability standpoint," said Mark Miller, Vice President of Research and Engineering at Sikorsky. "Certainly we've got much more to do, but interest continues to grow among both the military and commercial sectors in how this technology might improve current operations and enable new missions that today are simply not possible with the current helicopter flight limitations. These are exciting times." ☺



A crew from *Popular Mechanics* magazine photographed some members of the X2 Technology™ demonstrator program team recently as the publication prepared to announce its 2009 Breakthrough Awards. The X2 team is one of a handful of winners chosen by *Popular Mechanics* to be recognized for its innovative achievement in technologies that are considered to expand human horizons. Photo by Marianne Heffernan

## Sikorsky Sponsors 2009 Golden Helix Award

Lieutenant General Emerson Gardner is the 2009 recipient of the Naval Helicopter Association's Golden Helix Award, sponsored by Sikorsky Aircraft.

The award is presented to an active duty Rotary Wing Naval Aviator (USN, USCG, USMC) with the earliest date of designation as a Naval Helicopter Pilot and is held by that individual until their retirement.

In addition to the personal award, Lieutenant General Gardner name will be added to the perpetual trophy which resides in the National Museum of Naval Aviation in Pensacola, Fla. ☺

RADM (Ret) Steve Tomaszewski, Chairman of the NHA (left) and Sikorsky Director of Navy Requirements Greg Hoffman (right) present the Golden Helix to LT GEN Gardner.



# Aircraft Joins U.S. Customs and Border Protection adds UH-60M Helicopter to Fleet

*Submitted by Jeff Hanke, UH-60M Program Manager*

HUNTSVILLE, Ala. – The U.S. Customs and Border Protection recently accepted the first of four UH-60M BLACK HAWK helicopters during a ceremony at Redstone Arsenal. This delivery adds the CBP to the list of U.S. Government operators of the UH-60M, joining the U.S. Army and FBI.

The ceremony was presided over by Brigadier General William T. Crosby, Program Executive Officer, Aviation and John R. Stanton, Executive Director, National Air Security Operations for the U.S. Customs and Border Protection Office of CBP Air and Marine.

The CBP will use the UH-60M to modernize its rotary fleet, currently made up of UH-60A aircraft and other rotary aircraft. Improved avionics, an integrated glass cockpit, and a more powerful engine are just a few of the improvements that will help to expand CBP capabilities and continue to perform CBP specific missions such as search and rescue, air, land and sea interdiction, and air mobility.

The ceremony included a presentation of the aircraft keys and logbook to signify the transfer of control, and marked the delivery of the first of four UH-60M aircraft slated to enter service with the CBP. ☺



Members of the U.S. Customs and Border Protection agency accept their first UH-60M BLACK HAWK helicopter from Sikorsky representatives Theresa Barton and Rick Isaacs of the Huntsville facility.

## Salute to Vietnam Veterans at Fort Campbell

Sikorsky Aircraft recently helped sponsor a large scale and long overdue Welcome Home ceremony for Vietnam veterans on Aug. 16 at Fort Campbell, Ken. Due to the political turmoil of the time, soldiers returning home from fighting overseas in Vietnam never received a Welcome Home like all Iraq and Afghanistan veterans are given today.

MG Jeff Schloesser, Division Commander, Fort Campbell, immediately approved the idea after it was suggested by a member of the TN/KY Chapter of the Association of the United States Army (AUSA) while they were waiting to greet a return flight of soldiers coming back home from Iraq.

The division initially planned for a few hundred people to attend, but within a very short time, realized it had misjudged the number, as approximately 1,500 Vietnam veterans from all over the country showed enthusiasm for the event. As a result, a total of three Welcome Home ceremonies were held that day. The hanger was fully packed at each ceremony to “standing room only,” and the Commanding General of the 101st, Maj Gen John F. Campbell, welcomed everyone coming off the bus.

After each ceremony, the 101st Association arranged a barbeque picnic for the veterans and their spouses. “It took 40 years, but it felt as though this chapter of U.S. Army history has finally been closed,” said Sikorsky General Manager Thomas Cole, who attended the ceremony. ☺



Sikorsky General Manager Thomas Cole (pictured standing 6th from the left), one of the volunteer team leaders from Sikorsky, helps assist some veterans as they prepare to enter the hanger.

## USN Wing Commander Visits Sikorsky MH-60R Manufacturing Site

*Submitted by Ashlee Thomas, Sikorsky Communications*

TROY, Ala. – Gratitude and admiration were the messages given to employees of Sikorsky’s Troy facility recently when Capt. Carl F. Bush, USN Commander, Helicopter Maritime Strike Wing, U.S. Atlantic Fleet, paid a visit to the home of the “Romeo.”

Bush addressed employees and thanked them for their support of the Navy.

“For me, visiting your facility was like having an opportunity to go inside Willy Wonka’s Chocolate Factory. I’m truly amazed by the intricate work you do. The U.S. Navy thanks you for your efforts. We are happy to accept your products, each and every time,” Bush said. ☺



# FINAL BRIEFING

## Customer Focus: From the Field to Launch

Sikorsky has launched a new feature on its company Web site to share stories and photos of Sikorsky helicopters and the people who fly in them. The new feature is called, From the Field, and is now posted on [www.sikorsky.com](http://www.sikorsky.com).

Are you a military pilot or crew member who is constantly flying missions in the field or at sea using a Sikorsky helicopter? Whoever you are and whatever story you have to tell, Sikorsky Aircraft wants to share your photos and stories on this new Web site section.

The From the Field site can be accessed from the Product button on the [www.sikorsky.com](http://www.sikorsky.com) home page. Click the "Register" button at the top right of the page to become a [sikorsky.com](http://www.sikorsky.com) user and begin uploading your own personal photos and stories.



From the Field will spotlight Sikorsky customers. With customer permission, photos and stories will be featured on the Web site and may even become part of the company's calendar's or posters.

## MSPO Highlights



**Bob Kokorda**, Sikorsky V.P. of Corporate Strategy & Synergy (right) and **Stan Prusinski**, Sikorsky Regional Sales Manager for Poland (left), receive an award from **Michal Michalowski** of the WAT Military Academy of Technology for Sikorsky's continued support of the institution.

This document contains forward-looking statements concerning future business opportunities. Actual results may differ materially from those projected as a result of certain risks and uncertainties, including but not limited to changes in government procurement priorities and practices or in the number of aircraft to be built; challenges in the design, development, production and support of advanced technologies; as well as other risks and uncertainties, including but not limited to those detailed from time to time in United Technologies Corporation's Securities and Exchange Commission filings.

## Special Mission

**Members of the Alaska Army and Air Guard** deployed overseas flew Vice President of the United States Joseph Biden during a recent trip to Kosovo. CPT Michelle Edwards had her photo taken with the Vice President.



## SIKORSKY FRONTLINES ISSUE 17

*Sikorsky Frontlines* is a special newsletter exclusively for U.S. and international government and military customers, to keep you informed of events, products and technologies, program updates and support services information.

We created *Sikorsky Frontlines* for you, and we welcome your input, ideas, and stories to make this publication as enjoyable and useful as possible.

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## Parting Shot

### HAWK FAMILY at work

In a photo recently released by the U.S. Coast Guard, a Coast Guard HH-60 JAYHAWK, an Army National Guard UH-60 BLACK HAWK and an Air National Guard MH-60 PAVE HAWK depart the Nome, Alaska, airport Aug. 17 en route to Shishmaref as part of the medical, optical and veterinary outreach efforts of Operation Arctic Crossroads.



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