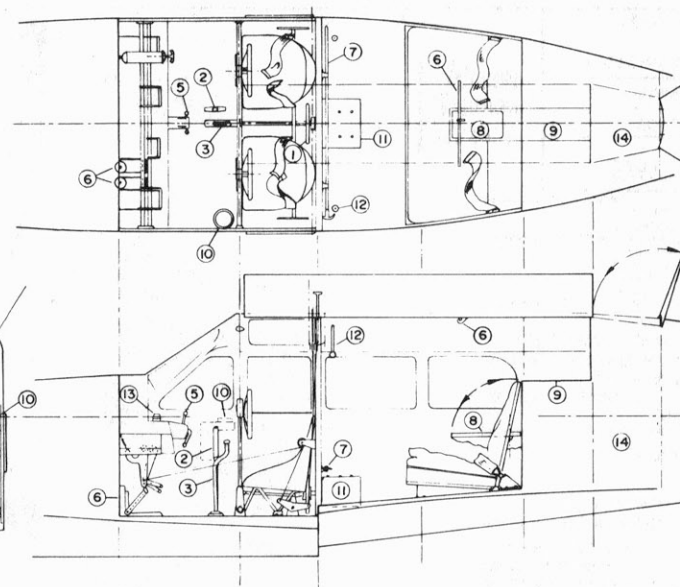
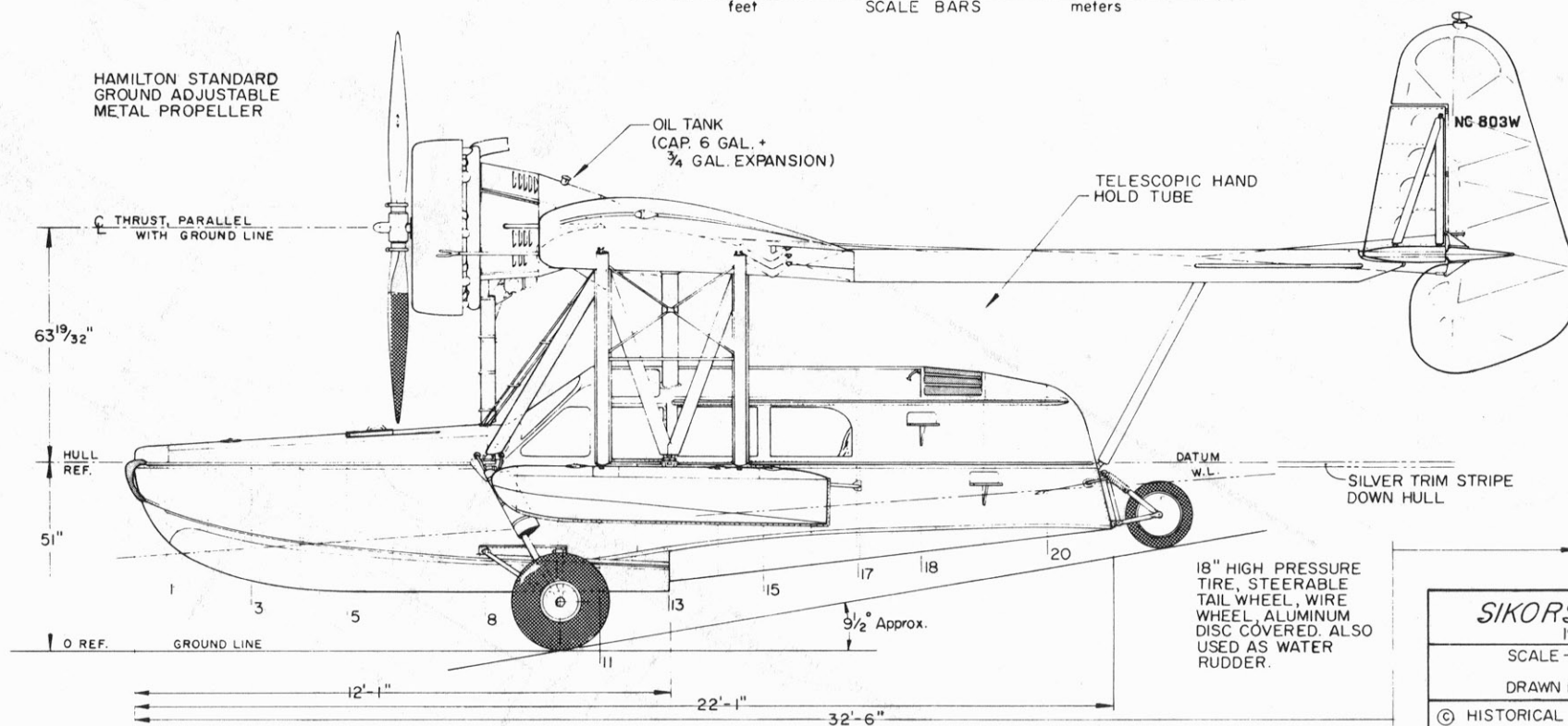
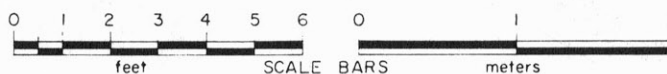


1. STABILIZER ADJUSTMENT WHEEL
2. LANDING GEAR PUMP
3. PARKING BRAKE
4. WHEEL BRAKES
5. ENGINE CONTROLS
6. HATCH LOCK BAR & CATCH
7. BOAT HOOK
8. FOLDING STEP & PART OF SEAT BACKREST
9. INSIDE STEP
10. COMPASS
11. BATTERY BOX
12. HANDHOLD
13. LANDING GEAR VALVES
14. BAGGAGE COMPARTMENT
15. FIXED HATCH LOCK ARMS



INTERIOR FINISH -
NATURAL MAHOGANY
VENEER, LEATHER
COVERED REAR BENCH
SEAT, INSTRUMENT
PANEL, CONTROLS, FRONT
BUCKET SEATS - BLACK



DRAWING No. 14-100-A

PLATE 2 of 5

HISTORICAL
NAVIGATION
ALBUM

SIKORSKY S-39B
1930-32

SCALE - ORIGINAL 1:24
REPRO. 1:48
DRAWN BY - PAUL R. MATT

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TYPICAL SECTION

SECTION THROUGH AILERON CONTROL TUBE

REAR SPACER
CROSS
SECTION

FRONT SPAR
CROSS SECTION

AILERON PUSH-PULL
CONTROL ROD

OUTRIGGER
BOOM FITTING—

ALL DIMENSIONS IN WING PANEL LAYOUT ARE IN INCHES

—10-32 DRAG WIRES

— UNIVERSAL JOINT AT DIHEDRAL JUNCTURE

—BELL CRANK
(REVERSED ON S-39A MODEL)

0 1 2 3 4 5 6 feet SCALE 52'-0"

0 1 meters BARS O.A. SPAN

FLAT ALUMINUM STRIP
COVERING JOINT →

EXHAUST
STACK

NON STRUCTURAL
FAIRING OVER LEAD-OUT
TAIL CONTROL CABLES

MY SINCERE APPRECIATION IS EXTENDED TO MESSRS. HARVEY LIPPINCOTT, CONNECTICUT AERONUTICAL HISTORICAL ASSOCIATION; ROBERT MIKESH, NATIONAL AIR & SPACE MUSEUM; MITCH MAYBORN, FLYING ENTERPRISE PUBLICATIONS; LOCKHART J. SMITH, JR., AND RICHARD C. JACKSON FOR THEIR HELP IN MAKING THESE DRAWINGS AS COMPLETE AND ACCURATE AS POSSIBLE.

E. Paul R. Math

HISTORICAL AVIATION ALBUM

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SCALE - ORIGINAL 1:24

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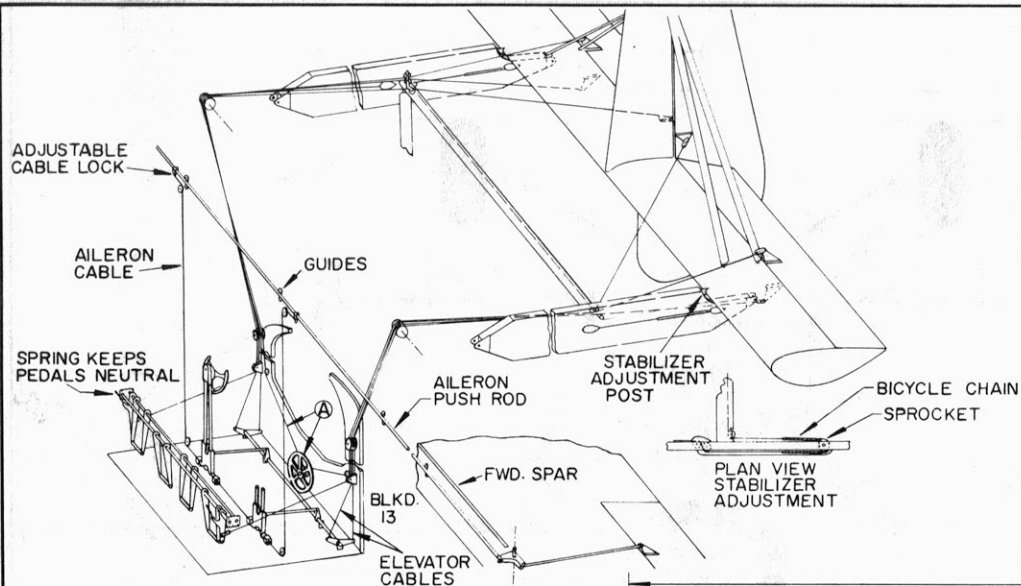
TEMPLE CITY, CALIF. 91780

27x11x4"
(26x11" GOODYEAR
BALLOON TIRES)
GOODYEAR BRAKES &
OLEO SHOCK ABSORBERS

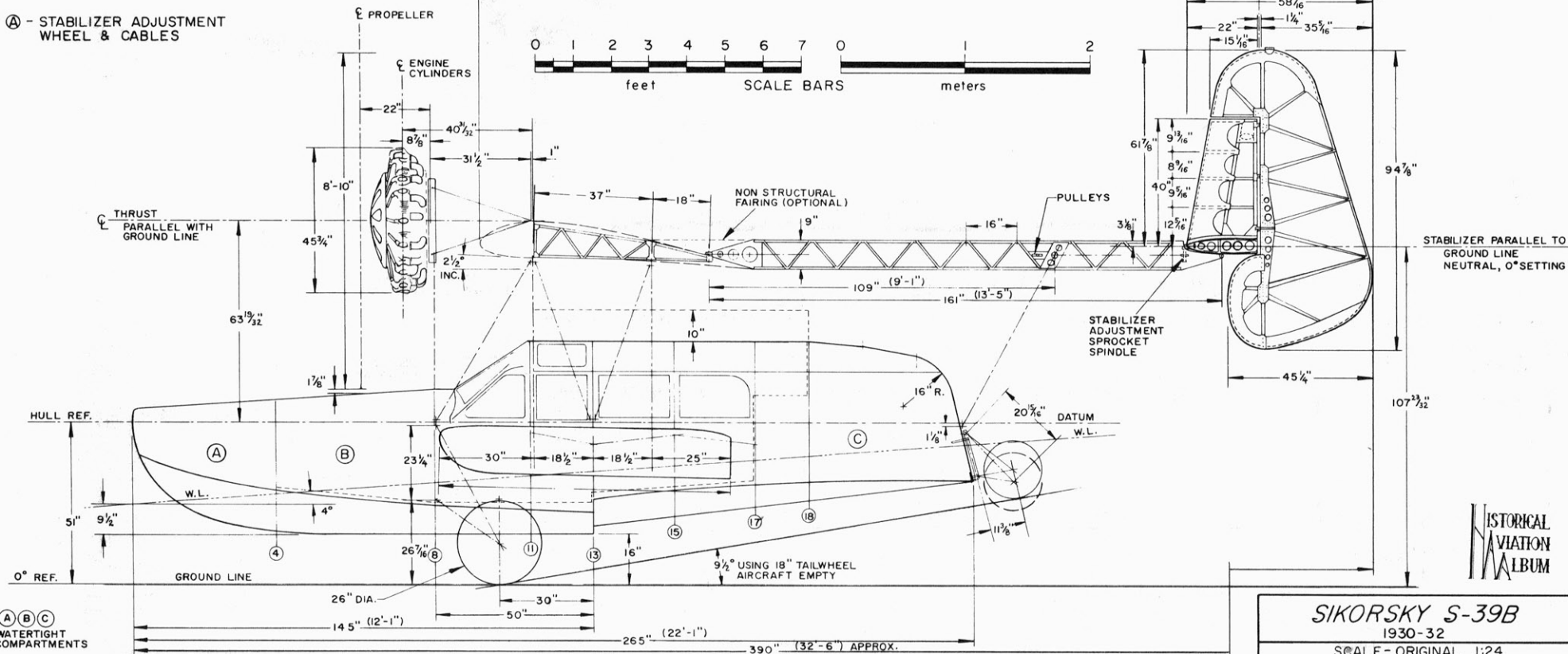
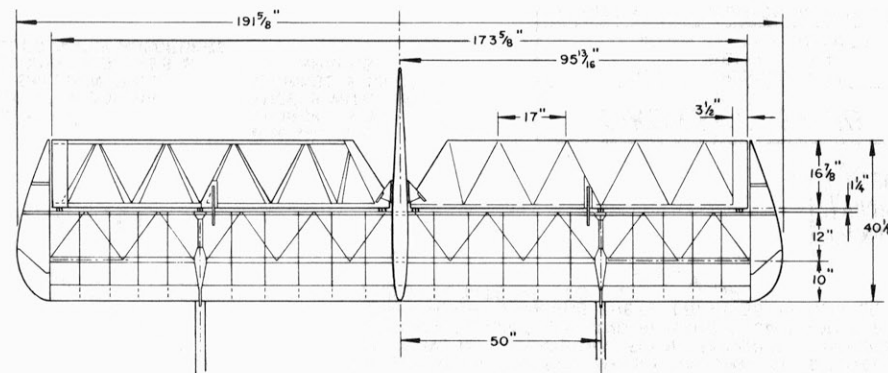
ALSO AVAILABLE
SIKORSKY 8.50 x 10"
WHEELS WITH BRONZ
BEARINGS & SIKORSKY
DISC BRAKES

DRAWING No. 14-100-A

PLATE 3 of 5



Ⓐ - STABILIZER ADJUSTMENT WHEEL & CABLES

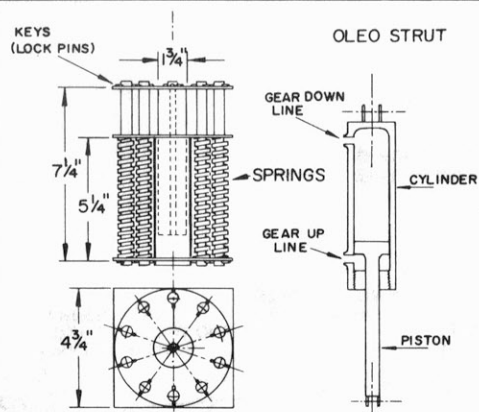


HYDRAULIC RETRACTING SYSTEM S-39 LANDING GEAR

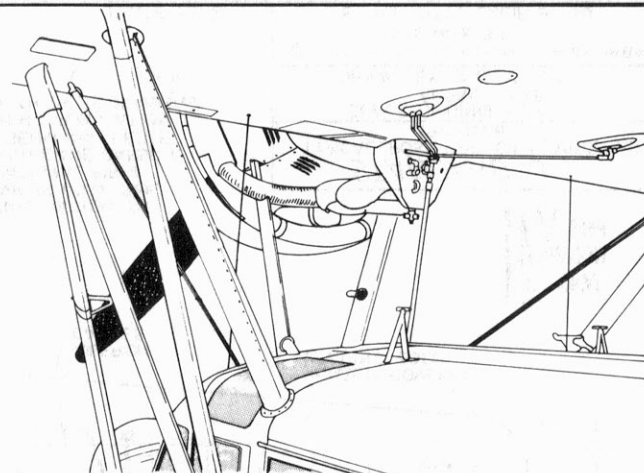
THE OLEO STRUT HAS TWO HYDRAULIC LINES, ONE AT THE TOP AND ONE AT THE BOTTOM OF THE CYLINDER. TWO SHOCK ACCUMULATORS, ONE FOR EACH LANDING GEAR, WHICH ARE MOUNTED IN THE FORWARD BAGGAGE COMPARTMENT AT STATION No. 8.

ON THE CENTER INSTRUMENT PANEL IS A GEAR-UP OR GEAR-DOWN SELECTOR HANDLE. A HAND PUMP, BETWEEN THE PILOT'S SEATS, IS USED TO PUMP FLUID FROM A RESERVOIR TANK, THROUGH THE PUMP AND OUT TO THE OLEO STRUT. IF THE SELECTOR HANDLE IS UP, THE FLUID WILL BE PUMPED TO THE BOTTOM OF THE CYLINDER; IF DOWN, THE FLUID GOES TO THE TOP OF THE CYLINDER, EFFECTIVELY EXTENDING OR PUSHING THE LANDING GEAR DOWN.

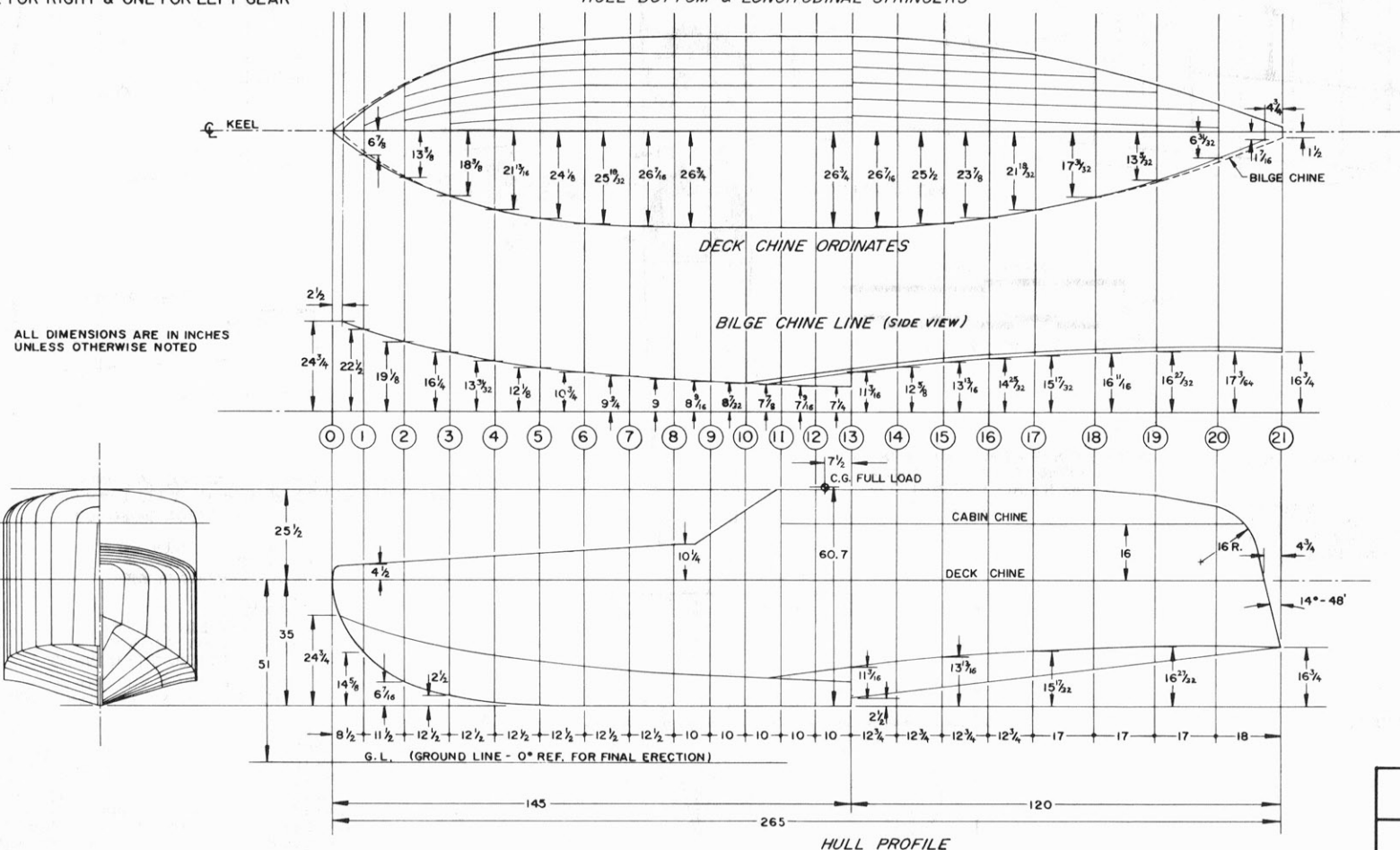
UPON LANDING ON LAND, THE INITIAL SHOCK IS TAKEN BY THE TIRES, THEN TRANSFERRED TO THE HYDRAULIC SHOCK ACCUMULATOR. THE IMPACT FORCES THE FLUID OUT OF THE STRUT INTO THE ACCUMULATOR - COMPRESSING THE SPRINGS AND RESULTING ABSORPTION.



HYDRAULIC SHOCK ACCUMULATOR
FOR RAISING AND LOWERING
LANDING GEAR. TWO REQUIRED,
ONE FOR RIGHT & ONE FOR LEFT GEAR



HULL BOTTOM & LONGITUDINAL STRINGERS



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