

# Sikorsky Aircraft

Military and commercial helicopters,  
flying cranes, advanced vertical takeoff  
and landing aircraft



A Sikorsky S-64 Skycrane leaves the deck of a ship with a cargo container in a demonstration of a new ship-to-shore delivery system. In this technique, the cargo is flown directly from an offshore ship to its terminal destination, eliminating the use of harbors, docks, cranes, ground vehicles, and storage facilities. The Skycrane, which is in service with the Army in Vietnam, is powered by two Pratt & Whitney Aircraft JFTD12 gas turbines.





Sonar designed for submarine detection is dunked into the sea by a U.S. Navy/Sikorsky S-61 Sea King, an anti-submarine weapons system capable of searching out, identifying, tracking, and destroying undersea craft. Sea Kings have been ordered by the governments of the United States, Canada, England, Italy, Spain, and Japan.



The U.S. Air Force's largest and fastest helicopter is the Sikorsky S-65, a long-range aircraft used by the Aerospace Rescue and Recovery Service. Like the Sikorsky S-61R, the S-65 is equipped for aerial refueling from a Lockheed C-130 tanker/transport to extend its range to the limit of its flight crew's endurance.

A twin-turbine Sikorsky S-61, with a passenger capacity of 28, flies over the Golden Gate Bridge in San Francisco. The S-61 is in use with seven scheduled helicopter airlines for passenger service in this country and abroad.



Flood victims are carried to safety by a Sikorsky S-62, the U.S. Coast Guard's primary search and rescue helicopter. Powered by a single turbine engine, the craft has a boat hull and outrigger sponsons, permitting it to alight on water. It will soon be joined in Coast Guard service by the Sikorsky S-61, a large twin-turbine helicopter with greater speed, range, and payload capacity.



Large, twin-turbine helicopters, many of them destined for service in Vietnam, move down the assembly line at the Sikorsky Aircraft plant. Lined up at left are S-65 Sea Stallions for the Marines. Sikorsky provides helicopters to all the nation's military services, to foreign governments, and to commercial operators in this country and abroad.

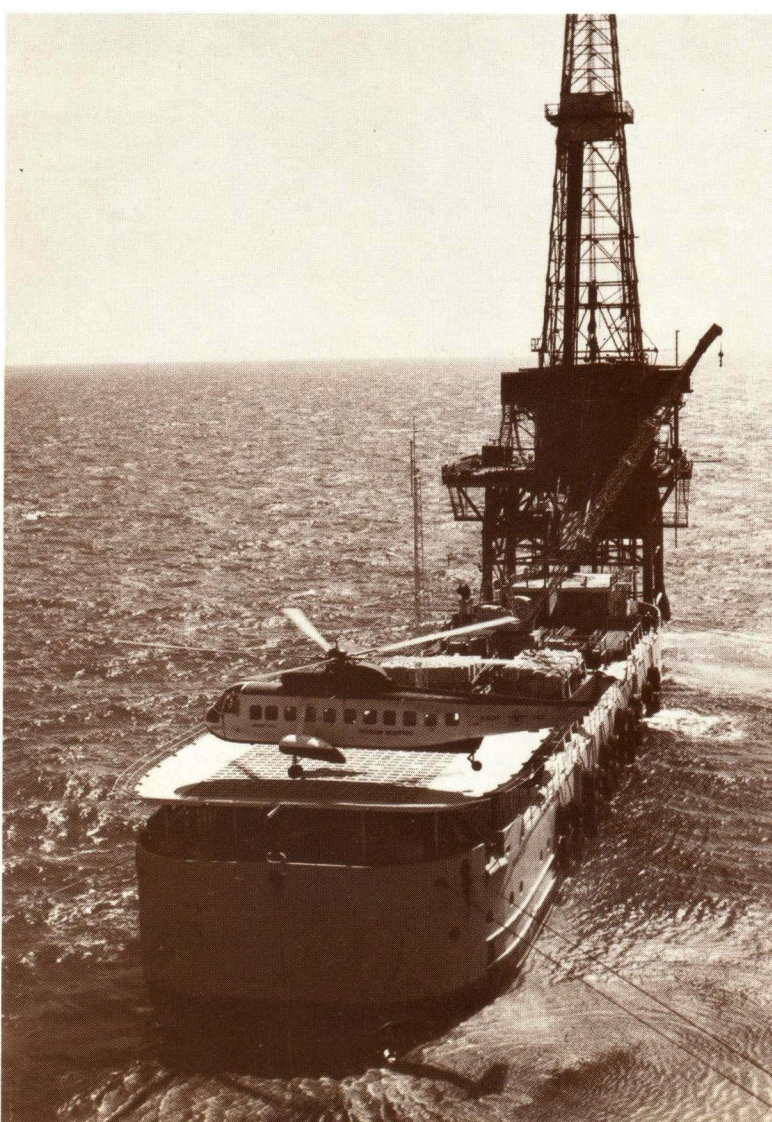




South Vietnamese villagers load sacks of rice aboard a U.S. Air Force/Sikorsky S-61, which is serving as an all-purpose transport in Vietnam. The helicopter's rescue version, fondly known as the Jolly Green Giant because of its green and brown camouflaging, has recovered numerous American pilots shot down in enemy territory.

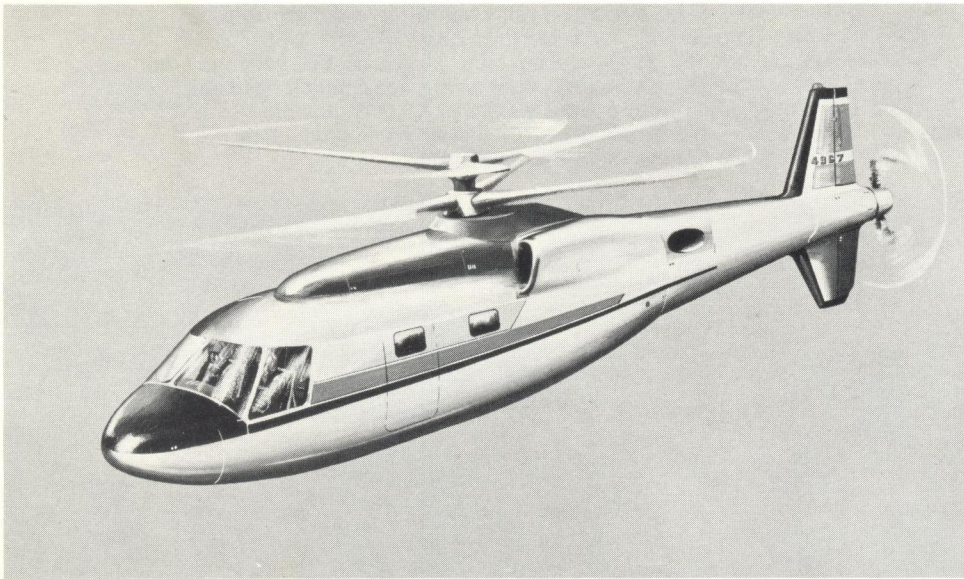


A jet aircraft is retrieved, after making a forced landing, by a Marine Corps/Sikorsky S-65 Sea Stallion. The total weight of the helicopter and jet was 38,886 pounds. The Sea Stallion has been flown at a gross weight of 46,000 pounds, the greatest ever achieved by a production helicopter in the free world.



A Sikorsky S-61 lands on an oil rig anchored in the Gulf of Mexico, 107 miles from shore, to bring in crewmen and supplies. Large, multi-engine helicopters provide the range, speed, and capacity necessary to support the rigs which drillers are setting up farther and farther from land in their worldwide search for oil in offshore fields.





Marked improvements in agility and speed are envisaged for helicopters based on Sikorsky's new advancing blade concept (ABC), in which two rigid rotors are mounted on a common axis, one above the other, and are rotated counter to each other. A pusher propeller in the rear of the copter would provide thrust for high-speed flight. Sikorsky is building a full-scale ABC rotor system for wind tunnel tests.



A vertical takeoff and landing aircraft, capable of carrying from 65 to 80 passengers, is under study at Sikorsky Aircraft as a short-haul airliner, particularly suited for operation between city centers, airports and downtown districts, and airports and suburban communities. The craft would cruise at speeds of up to 260 miles an hour.



A super-lift helicopter, capable of carrying external loads of nearly 18 tons, is now in the design stage at Sikorsky. It would be bigger, faster, and more powerful than the Sikorsky S-64 Skycrane, the ten-ton lifter which the Army is flying with such success in Vietnam.