



Sikorsky Archives News

July 2016

Published by the Igor I. Sikorsky Historical Archives, Inc. M/S S578A, 6900 Main St., Stratford CT 06615

The subject of this newsletter is in response to an archive member's question, **"How Are Sikorsky Helicopters Named?"**

Igor Sikorsky started identifying his designs in 1910 with the S-1 fixed wing aircraft. His last aircraft in Russia was the S-27. Sikorsky's fixed wing aircraft in America were the S-29 through the S-44.

Sikorsky's first successful helicopter that created the world wide industry was the S-47 named the Hoverfly. Each helicopter was identified with a Sikorsky family number, a customer series number and the model nicknames that were created. This newsletter attempts to capture the various helicopter family numbers, the various customer numbers and the nicknames that were created for the helicopters, and the known originating source for the name.



S-47 (R-4) Hoverfly



S-58 (H-34) Choctaw



S-51 (H-5) Dragonfly (Royal Airforce/Royal Navy)

Aircraft model maker Mr. Al Meyer asked the question that provided the subject for this newsletter. The helicopter models discussed in this issue are presented in reference to their chronological production time period.

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The U.S. Army and Marines named their helicopters after famous American Indian Chiefs.



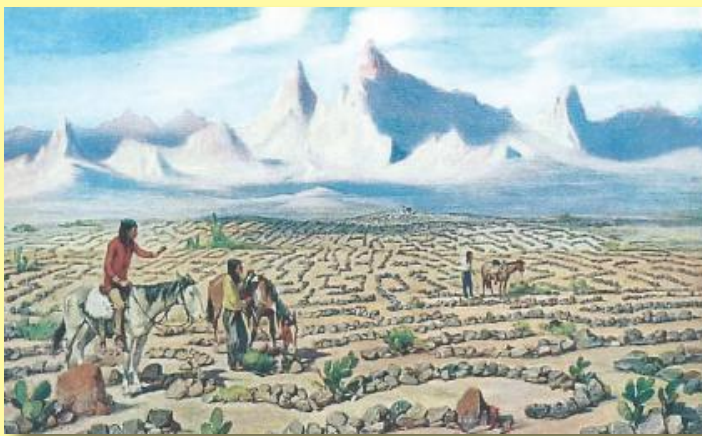
S-55 Army (H-19) Chickasaw

The Chickasaw Indians lived in the lower Mississippi Valley and had first contact with Europeans in 1540. The tribe members were successful traders with other tribes and the French and English. The tribe fought in the Civil War siding with the South. The Chickasaw and Choctaw Mounted Regiment fought in the last battles of the Civil War on the side of the South. After the war, many tribe members became successful ranchers and farmers. The Chickasaw tribe built some of the first schools and banks in Indian territory. The Colorado River Indian reservation includes parts of California and Arizona, and is shared by members of the Chemehuevi, Hopi, and Navajo peoples.

The Mohave Indians lived in the Mohave Desert area and had water rights in the Colorado River for irrigation farming. The Colorado River Indian reservation includes parts of California and Arizona, and is shared by members of the Chemehuevi, Hopi and Navajo peoples.



S-56 Marines (H-37) Mohave



Mojave Indian Land Painting (Artist Unknown)

The Choctaw Nations of Oklahoma, Mississippi, California and Texas are separate, federally recognized Native American tribes. Choctaw warriors fought gallantly alongside American soldiers. During World War I, American telephone communication was being taped by the German forces causing American soldier battle field losses. Eighteen Choctaw soldiers were recruited to establish coded messages using the native Choctaw language. They were called the “Code Talkers.” After a decisive winning American battle, a German general asked, “What nationality was on the phone that night?” The response was, “It was only Americans that were on the phone.”



S-58 (H-34) Choctaw

The U.S. Navy S-61 (SH-3) Sea King was the first Sikorsky twin turboshaft engine helicopter. The Navy names their helicopters after nautical sea items.

The SH-3 was designed with a water tight boat hull for safe operation over the ocean. The U.S. Navy names their helicopters after nautical elements. The Sea King missions include anti-submarine-warfare, search and rescue, and naval air transportation for personnel and supplies. The U.S. Marine S-61R Jolly Green Giant and U.S. Coast Guard Pelican aircraft have rear loading ramps.



S-61 (SH-3) Sea King



S-61R (CH-3C) Jolly Green Giant



S-61R (HH-3F) Pelican

The U.S. Army was the first operator of the Sikorsky Skycrane Helicopters.

The first flight of the turboshaft powered S-64 crane helicopter was on May 9, 1962. After initial Sikorsky development, the flying crane was demonstrated to the U. S. Army. They immediately recognized the aircraft's capability and a full design, test, development and production program was established. Sikorsky Aircraft held a company wide contest in the early 1960s to name the commercial S-64 helicopter. The name selected was the Skycrane, which was a combination of the last three letters of Sikorsky combined with the "crane" helicopter. The U.S. Army named their Skycrane the CH-54 Tarhe in honor of an 18th century Indian Chief of the Wyandot Indian tribe. Chief Tarhe's nickname was "The Crane."



Chief Tarhe



S-64 Commercial Skycrane



The S-65 series of heavy lift helicopters are used by the U.S. Navy, Marines, Army, and foreign operators.

The S-65 (CH-53A through CH-53Ds) are twin engine driven heavy lift helicopters. The S-65 (CH-53 E) heavy lift helicopters employ three engines. The land-based heavy lift CH-53 helicopters are used for cargo and troop transport missions.

The sea-based heavy lift helicopters expand their operations to mine sweeping and naval warfare missions. The U.S. Marines call their CH-53 helicopters Sea Stallions and the U.S. Navy have named their heavy lift MH-53 helicopter Sea Dragons to reflect their mine sweeping missions.



S-65 (CH-53A) Sea Stallion



S-65 (MH-53E) Sea Dragon



S-65 (CH-53E) Super Stallion

The Sikorsky S-95 (CH-53K) King Stallion shown below is the largest and most powerful Stallion in the United States helicopter fleet. The aircraft is currently under development for the U.S. Marines.



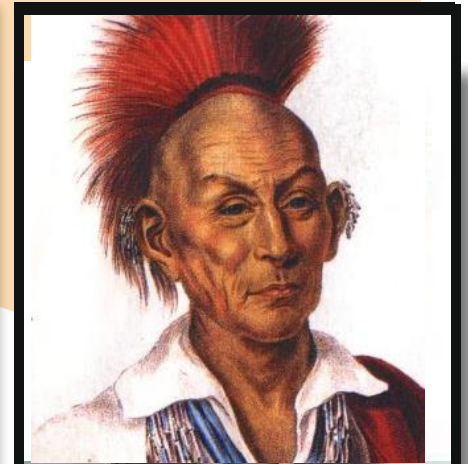
S-95 (CH-53K) King Stallion

The UH-60 Army Black Hawk helicopter was named in honor of Chief Black Hawk, leader of the Sauk Indians who made the Mississippi Valley their homeland.

During the war of 1812, he fought for the British under the leadership of the famous Tecumseh tribe. In 1832 he precipitated the Black Hawk war when the U.S. Government expanded its control of the west. Chief Black Hawk became a celebrity in 1833 when he was brought east by President Andrew Jackson.



S-70 (UH-60) Black Hawk



Chief Black Hawk

U.S. Navy and U.S. Air Force Hawks



S-70 (SH-60) Seahawk



S-70 (HH-60J) U.S.C.G. Jayhawk



S-70 (MH-60 G) Pave Hawk

The United States Navy Seahawk is a sea-based helicopter that incorporates unique features and equipment for shipboard compatibility. The U.S. Coast Guard Jayhawk is a rescue helicopter incorporating unique features to enhance their mission capability during land and sea operations. The Airforce Pave Hawks were configured for Special Operations Command.

United States Presidential Helicopters

Sikorsky Aircraft continues its long tradition of providing helicopter transportation for United States presidents. The aircraft code name for the Presidential Helicopter is “Marine One” when the President is on board. The code name when the Vice President is on board is “Marine Two.” The basic color scheme for the aircraft is shown in the colored photos below. The S-61 (VH-3D) Sea King is the upper aircraft and S-70 (VH-60N) is the lower aircraft in the photo.



President Dwight D. Eisenhower departing the H-34 which was the first official U.S. Presidential helicopter



Current Presidential White Top Helicopters

The S-92 will be the next generation presidential helicopter. The S-92 incorporates advanced aircraft technologies which have been proven by many years of excellent experience on current production Sikorsky helicopters operating successfully in diverse mission areas.



S-92 in offshore oil operations



S-92 (VH-92) The Next Generation Presidential Helicopter

The S-76 Eagle and Comanche Helicopters

The S-76 helicopter was initially produced as a commercial helicopter. Its speed and 12 passenger cabin rapidly became an air vehicle for the Offshore oil industry and corporate operations. Experience proved that it was not just a pretty face, and the Philippine Air Force expanded its use for military purposes.



S-76 Eagle



The Comanche helicopter was named for the Indians who were superior scouts and fierce warriors. The knowledge gained and resulting program developments have benefitted the current Sikorsky helicopter product line aircraft.



Philippine Air Force S-76

The Path to Break The Helicopter World Speed Record

The Sikorsky quest for speed has been one of the primary goals throughout the company history. The Advancing Blade Concept (ABC) was researched in the mid 1960s via a U.S. Army funded program. The basic goal was to resolve the retreating blade stall characteristics by employing a counter rotating main rotor system. The ABC was discontinued in May, 1981 due to lack of Army funding. Sikorsky resumed the Research and Development Program in 2008, creating the X2 Sikorsky Technology Demonstrator which successfully broke the helicopter world speed record. The success of the X-2 led to the current S-97 Raider which successfully flew and is now being replaced with the joint Sikorsky / Boeing SB-1 Defiant program.



Advanced Blade Concept (ABC)



X2 Sikorsky Technology Demonstrator



Sikorsky/Boeng SB-1 Defiant

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Igor Sikorsky at age 21 with his second coaxial helicopter

Sikorsky Aircraft Next Generation Helicopter

After a century of successful aviation developments by Igor Sikorsky and the company he founded, Sikorsky Aircraft is developing the next generation of High Speed Coaxial Main Rotor Helicopter.



Sikorsky Aircraft's Raider Today.

Newsletter designed and edited by Lee Jacobson, Vinny Devine, and archive members with graphic art assistance by Jodi Buckley.

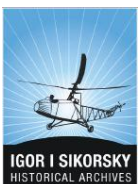


“In respect to the problem of free take-off and free-landing on any spot on the earth, the aeroplane proved to be the most hopeless vehicle ever designed.”

Igor Sikorsky

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