

Sikorsky *S-61N* Helicopter



**Safe, Proven,
Comfortable**



A VIH Aviation Group Company

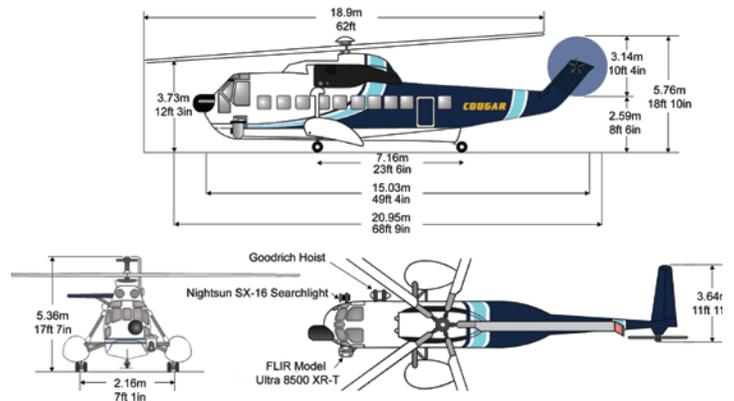


History

The S-61N was built specifically for overwater operations, particularly oil rig support. Over time, the aircraft was updated to Mk II standard with improvements including a more powerful CT58-140 engine giving better hot and high performance, vibration damping and other detail refinements.

Design Features

One of the most widely used aircraft servicing oil rigs today; the S-61N has a boat like hull and twin sponsons making it a fully amphibious aircraft. Designed with an extremely spacious cabin, it's one of the most comfortable and quiet helicopters for passengers even now. Cougar has updated the cockpit with all new navigation equipment, satellite communications systems and the latest avionics. Cougar also built its own auxiliary tanks allowing for greater range for the aircraft.



Aircraft Seating (with Auxilliary Tank and excluding Pilots)	
Offshore Configuration	15
Empty Weight / Offshore Aircraft	
Pounds	13,200
Kilograms	6,000
Maximum Gross Weight	
Pounds	20,500
Kilograms	9,300
Fuel Capacity	
Gallons (US)	654
Litres	2,475
Range Maximum Fuel	
Nautical Miles	600
Kilometres	1,111
Speed (Cruise)	
Knots (Typical Cruise)	122
Kilometres per Hour (Typical Cruise)	233
Main Landing Gear	
Static Contact Pressure Per Tire	85 psi
Tail Landing Gear	
Static Contact Pressure Per Tire	75 psi

Economical

Cougar Helicopters Inc. upgraded the S-61N with Carson blades. These blades give the S-61N about 1,000 lbs more lift, 15 kt higher airspeed, and 15% greater range than the original metal main rotor blades. An unmodified S-61 is limited to just 8,000 ft in both conditions. The 20,000 hr service life of the composite blades doubles the life of the original main rotor blades to reduce life cycle costs. The efficiencies from the blades result in less fuel consumption. Also, due to the exceptional stability of the aircraft, the S-61N is unique in that it can reduce speeds in bad weather to prevent overshooting thus eliminating the cost of burning more fuel, and time, on a second landing attempt. For short distances, the S-61N is as economical as the S-92 to operate.



Safety

By producing more lift, the Carson blades allow for better single engine capability. Cougar's S-61Ns are all fully IFR capable, have fully redundant systems and meet all safety

regulations. Due to the fact that the S-61N is exceptionally stable when hovering, this aircraft is great for search and rescue operations and flare tip changes.



- 1 High-visibility cockpit
- 2 Sponsons
- 3 Carson blades
- 4 Night Sun
- 5 Crashworthy seats for all occupants
- 6 Traffic Collision Avoidance systems (TCA)
- 7 Corrosion resistance maintenance on all engines
- 8 Energy absorbing landing gear
- 9 Anti-Ice engines and windows
- 10 High speed electrical hoist (above cargo door)
- 11 Lightning strike protection
- 12 FLIR



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