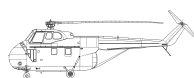


RCAF H-19 Serials

RCAF s/n c/n	Designer	Company Designation	RCAF Designation	Variant or model	Name
9597 55-1165	Sikorsky	S-55C	H-19	S-55C	Chicksaw
Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters as of 24 Mar 1958 for use in radar line construction and registered as CF-JJK at that time. Transferred to Autair Helicopter Services Ltd on 22 Mar 1962. Returned to Okanagan Helicopters on 4 Oct 1963. Later withdrawn from use and sold to Okanagan Helicopters on 5 March 1965					
TOS:		25 February 1958	SOS:		17 August 1964
9598 55-1166	Sikorsky	S-55	H-19	S-55C	Chicksaw
Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters as of 24 Mar 1958. for use in radar line construction and registered as CF-JJL at that time. Transferred to Autair Helicopter Services Ltd on 22 Mar 1962. Returned to Okanagan Helicopters on 4 Oct 1963. Later withdrawn from use and sold to Autair Helicopter Services on 5 March 1965					
TOS:		25 February 1958	SOS:		09 March 1965
9599 55-1175	Sikorsky	S-55	H-19	S-55C	Chicksaw
Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters as of 22 Mar 1958 for use in radar line construction and registered as CF-JJM at that time. Transferred to Autair Helicopter Services Ltd on 22 Mar 1962. Returned to Okanagan Helicopters on 4 Oct 1963. Later withdrawn from use and sold to Atlantic Helicopter Ltd in Montreal, QC on 26 Jan 1965 Subsequently sold to a company in South Africa and registered as ZS-HBZ.					
TOS:		25 February 1958	SOS:		26 January 1961
9600 55-1183	Sikorsky	S-55	H-19	S-55C	Chicksaw
Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters as of 22 Mar 1958 for use in radar line construction and registered as CF-JJN at that time. Transferred to Autair Helicopter Services Ltd on 22 Mar 1962. Returned to Okanagan Helicopters on 4 Oct 1963. Later withdrawn from use and sold to Autair Helicopter Services on 9 March 1965.					
TOS:		25 February 1958	SOS:		09 March 1965
9619	Sikorsky	S-55	H-19	S-55C	Chicksaw
Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters as of 22 Mar 1958 for use in radar line construction and registered as CF-GHV at that time. Transferred to Autair Helicopter Services Ltd on 22 Mar 1962. Returned to Okanagan Helicopters on 4 Oct 1963. Later withdrawn from use and sold to Dominion Helicopters on 21 April 1966. Later sold in the US to become N8143.					
TOS:		09 May 1963	SOS:		24 April 1966



9620
55-774

Sikorsky

S-55

H-19

S-55C

Chicksaw

Assigned to 108 Communications Flight. Used by Okanagan Helicopters as of 6 March 1957 in Vancouver to train RCAF pilots for duty on the Mid-Canada Radar Line. Assigned to Autair Helicopter Services Ltd on 22 March 1962. Written off while flying under contract with Autair Helicopters after a **Category "A" accident** near Portage, MB on 07 Aug 1962

TOS: 03 September 1954

SOS: 09 May 1963



9621
55-792

Sikorsky

S-55

H-19

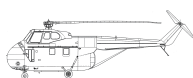
S-55C

Chicksaw

Used by Okanagan Helicopters on Mid-Canada Radar Line construction as of 6 March 1957. and marked as CF-JTB. To Autair Helicopters on 22 Mar 1962 and back to Okanagan on 02 October 1963. Sold to Caledon Helicopters as CF-JTB. Re-registered as C-FJTB. Converted to S-55T. Later sold in the US as N22955.

TOS: 18 October 1954

SOS: 07 April 1966



9622 55-786	Sikorsky	S-55	H-19	S-55C	Chicksaw
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Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters on 06 March 1957 and used on Mid-Canada Radar Line construction and marked as CF-JTC. Transferred to Autair Helicopters on 8 March 1962 and then back to Okanagan on 4 October 1963. Finally sold to Okanagan Helicopters on 5 March 1965.

TOS: 22 September 1954

SOS: 03 March 1965



9623 55-787	Sikorsky	S-55	H-19	S-55C	Chicksaw
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Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters on 06 March 1957 and used on Mid-Canada Radar Line construction and marked as CF-JTD. Transferred to Autair Helicopters on 8 March 1962 and then back to Okanagan on 4 October 1963. Finally sold to Okanagan Helicopters on 5 March 1965.

TOS: 01 October 1954

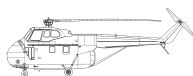
SOS: 05 March 1965

9624 55-788	Sikorsky	S-55	H-19	S-55C	Chicksaw
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Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters on 06 March 1957 and used on Mid-Canada Radar Line construction and marked as CF-JTE. Transferred to Autair Helicopters on 8 March 1962 and then back to Okanagan on 4 October 1963. Finally sold to Okanagan Helicopters on 1 March 1965. Later sold to Dominion Helicopters. Experienced a tail rotor failure in 1968 and subsequently crashed and burned near Marathon, ON. The pilot, J. Schultz and AME, B Hazel, both survived.

TOS: 05 October 1954

SOS: 01 March 1965



**9625
55-789**

Sikorsky

S-55

H-19

S-55C

Chicksaw

Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters on 06 March 1957 and used on Mid-Canada Radar Line construction and marked as CF-JTF. Transferred to Autair Helicopters on 8 March 1962 and then back to Okanagan on 4 October 1963. Finally sold to Okanagan Helicopters on 4 April 1965. Then converted to S-55T standard and later written off in April 1975.

TOS: 26 October 1954

SOS: 04 April 1966



**9626
55-790**

Sikorsky

S-55

H-19

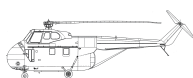
S-55C

Chicksaw

Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters on 06 March 1957 and used on Mid-Canada Radar Line construction and marked as CF-JTG. Transferred to Autair Helicopters on 8 March 1962 and then back to Okanagan on 4 October 1963. Finally sold to Okanagan Helicopters on 4 April 1965. Then converted to S-55T standard and later written off on 10 April 1976.

TOS: 01 November 1954

SOS: 07 April 1966



9627 55-807	Sikorsky	S-55	H-19	S-55C	Chicksaw
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Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters on 06 March 1957 and used on Mid-Canada Radar Line construction and marked as CF-JTH. Transferred to Autair Helicopters on 8 March 1962 and then back to Okanagan on 4 October 1963. Struck off on 25 Jan 1965 and sold on 7 April 1966. Re-registered as C-FJTH and later written off on 25 January 1965.

TOS: 23 November 1954 **SOS:** 25 January 1965



9628 55-822	Sikorsky	S-55	H-19	S-55C	Chicksaw
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Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters on 06 March 1957 and used on Mid-Canada Radar Line construction and marked as CF-JTI. Transferred to Autair Helicopters on 8 March 1962 and then back to Okanagan on 4 October 1963. Struck off and sold on 26 Jan 65 to Associated Helicopters Ltd in Edmonton, AB. Re-registered as C-FJTI. Preserved at the Aerospace Museum in Calgary, AB.

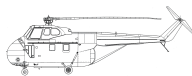
TOS: 03 December 1954 **SOS:** 26 January 1966



9629 55-823	Sikorsky	S-55	H-19	S-55C	Chicksaw
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Assigned to 108 Communications Flight. Loaned to Okanagan Helicopters on 06 March 1957 and used on Mid-Canada Radar Line construction and marked as CF-JTJ. Transferred to Autair Helicopters on 22 March 1962 and then back to Okanagan on 4 October 1963. Struck off and sold to Okanagan Helicopters on 4 April 1966.

TOS: 03 December 1954 **SOS:** 04 April 1966



Additional Notes:

The H-19 was purchased in the RCAF to assist in the construction of radar sites belonging to the Mid-Canada Line radar chain. The helicopters were fitted with the Wasp R-1340-S1H2 radial engine. Between 1957 and 1961, the fleet was operated under contract by Okanagan Helicopters in support of construction in both Ontario and in Western Canada. Autair won a contract renewal in 1962 but lost it back to Okanagan Helicopters in 1963. The contract was finally terminated after 1963 and the surviving airframes were bought from the RCAF by various contractors. "Chicksaw" was the American name used for this helicopter type. It is not known whether this name was ever commonly used in the RCAF or later civilian use.

Abbreviations:

AB	=	Alberta (Canada)
Comm	=	Communication (Flight)
C/N	=	Construction Number
Flt	=	Flight
KU	=	Composite (Flight)
MB	=	Manitoba (Canada)
ON	=	Ontario (Canada)
RCAF	=	Royal Canadian Air Force
S/N	=	Serial Number
Sqn	=	Squadron
Stn	=	Station
TOS	=	Taken On Strength
SOS	=	Struck Off Strength

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

The Canadian Forces ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft / air vehicle during an occurrence. The following damage level definitions are used to reflect the degree of damage:

Category "A" = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared missing; **NB** - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons not directly related to the damage.

Category "B" = Very Serious: The aircraft has sustained damage to multiple major components;

Category "C" = Serious: The aircraft has sustained damage to a major component;

Category "D" = Minor: The aircraft has sustained damage to non-major components; and

Category "E" = Nil: The aircraft, including the power plant, has not been damaged.

References:

- <http://www.helis.com/database/modelorg/1778/>
- <http://www.rotorspot.nl/c-4.php>

¹ Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the Canadian Forces*



- Griffin, J.A., *Canadian Military Aircraft - Serials and Photographs*, Canadian War Museum, Ottawa, ON. 1969
- RCAF Aircraft Record Cards - Canada Aviation & Space Museum

