

**SECTION 2
LIMITATIONS
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**SECTION 2
LIMITATIONS**

GENERAL

This section includes operating limitations, instrument markings, and basic placards required for safe operation of the helicopter, its engine, and other standard systems. This helicopter is approved as a normal category rotorcraft under FAA Type Certificate No. H111NM as Model R44 II.

COLOR CODE FOR INSTRUMENT MARKINGS

Red	Operating limit. Edge of red line indicates limit. Pointer should not enter red during normal operation.
Red Cross-hatch	Power-off V_{ne} .
Yellow	Precautionary or special operating procedure range.
Green	Normal operating range.

AIRSPEED LIMITS

NEVER-EXCEED AIRSPEED (V_{ne})

2200 lb (998 kg) TOGW and below	130 KIAS
Over 2200 lb (998 kg) TOGW	120 KIAS
Autorotation	100 KIAS

For V_{ne} reductions with altitude and temperature, see placard on page 2-9.

ADDITIONAL AIRSPEED LIMITS

100 KIAS maximum at power above MCP.

100 KIAS maximum with any combination of cabin doors removed.

ROTOR SPEED LIMITS

	TACHOMETER READING	ACTUAL RPM
Power On		
Maximum	102%	408
Minimum*	101%	404
Power Off		
Maximum	108%	432
Minimum	90%	360

*Transient operation below 101% permitted for emergency procedures training.

POWERPLANT LIMITATIONS

ENGINE

One Lycoming Model O-540-F1B5

OPERATING LIMITS

Engine Maximum Speed 2718 RPM (102%)

Cylinder Head Max Temperature 500°F (260°C)

Oil Maximum Temperature 245°F (118°C)

Oil Pressure

 Minimum during idle 25 psi

 Minimum during flight 55 psi

 Maximum during flight 95 psi

 Maximum during start & warm up 115 psi

Oil Quantity, minimum for takeoff 7 qt (6.6 liters)

Manifold Pressure: See placard on page 2-9 for MAP schedule.

WEIGHT LIMITS

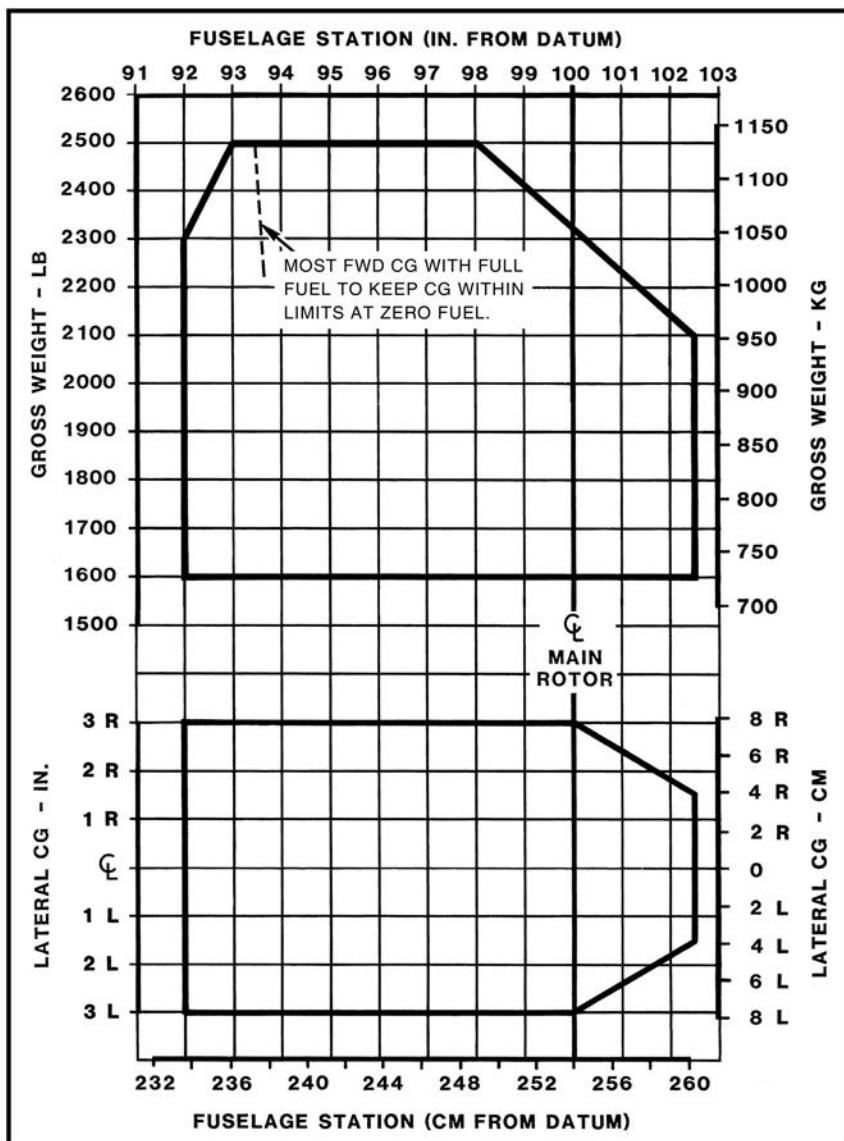
Maximum gross weight	2500 lb (1134 kg)
Minimum gross weight	1600 lb (726 kg)
Maximum per seat including baggage compartment	300 lb (136 kg)
Maximum in any baggage compartment	50 lb (23 kg)

CENTER OF GRAVITY (CG) LIMITS

See figure on page 2-4. Reference datum is 100 inches forward of main rotor shaft centerline.

NOTE

With all doors installed, a solo pilot weight of 150 lb (68 kg) or greater will ensure CG within limits. For lower pilot weight, compute weight and balance; removable ballast may be required to obtain CG at or forward of aft limit. (See Loading Instructions in Section 6.)



CENTER OF GRAVITY LIMITS

FLIGHT AND MANEUVER LIMITATIONS

Aerobatic flight prohibited.

CAUTION

Abrupt control inputs may produce high fatigue stresses and cause catastrophic failure of a critical component.

Low-G cyclic pushovers prohibited.

CAUTION

A pushover (forward cyclic maneuver) performed from level flight or following a pullup causes a low-G (near weightless) condition which can result in catastrophic loss of lateral control. To eliminate a low-G condition, immediately apply gentle aft cyclic. Should a right roll commence during a low-G condition, apply gentle aft cyclic to reload rotor before applying lateral cyclic to stop roll.

Flight prohibited with governor selected off, with exceptions for in-flight system malfunction or emergency procedures training.

Flight in known icing conditions prohibited.

Maximum operating density altitude 14,000 feet.

Maximum operating altitude 9000 feet AGL to allow landing within 5 minutes in case of fire.

Alternator, RPM governor, low rotor RPM warning system, OAT gage, and hydraulic control system must be operational for dispatch.

Minimum crew is one pilot. Solo flight from right seat only.

Forward left seat belt must be buckled.

Operation up to 100 KIAS approved with any combination of cabin doors removed. All seat belts must be buckled and loose items in cabin must be properly secured during doors-off flight.

KINDS OF OPERATION LIMITATIONS

VFR day and night operations are approved.

VFR operation at night is permitted only when landing, navigation, instrument, and anti-collision lights are operational. Orientation during night flight must be maintained by visual reference to ground objects illuminated solely by lights on the ground or adequate celestial illumination.

Note: There may be additional requirements in countries outside the United States.

FUEL LIMITATIONS

APPROVED FUEL GRADES

100LL grade aviation fuel

100/130 grade aviation fuel

FUEL CAPACITY

	Total Capacity US gallons (liters)	Usable Capacity US gallons (liters)
Tanks with bladders:		
Main tank	30.5 (115)	29.5 (112)
Auxiliary tank	17.2 (65)	17.0 (64)
Combined capacity	47.7 (180)	46.5 (176)
Tanks without bladders:		
Main tank	31.6 (120)	30.6 (116)
Auxiliary tank	18.5 (70)	18.3 (69)
Combined capacity	50.1 (190)	48.9 (185)

Note: Per R44 Service Bulletin SB-78B, fuel tanks without bladders should no longer be in service.

INSTRUMENT MARKINGS

NOTE

Red lines offset so instrument pointer should not enter red. See color code on page 2-1.

AIRSPPEED INDICATOR

Green arc	0 to 110 KIAS
Yellow arc*	110 to 130 KIAS
Red cross-hatch	100 KIAS
Red line	130 KIAS

*Earlier airspeed indicators without yellow arc must have the following placard adjacent:

DO NOT EXCEED 110 KIAS EXCEPT IN SMOOTH AIR

ROTOR TACHOMETER

Lower red line	90%
Green arc	90 to 108%
Upper red line	108%

ENGINE TACHOMETER

Lower red line	101%
Green arc	101 to 102%
Upper red line	102%

OIL PRESSURE

Lower red line	25 psi
Lower yellow arc	25 to 55 psi
Green arc	55 to 95 psi
Upper yellow arc	95 to 115 psi
Upper red line	115 psi

OIL TEMPERATURE

Green arc	75 to 245°F (24 to 118°C)
Red line	245°F (118°C)

INSTRUMENT MARKINGS (cont'd)

CYLINDER HEAD TEMPERATURE

Green arc	200 to 500°F (93 to 260°C)
Red line	500°F (260°C)

MANIFOLD PRESSURE

Green arc	15.0 to 23.3 in. Hg
Yellow arc	19.1 to 26.1 in. Hg
Red line	26.1 in. Hg

Yellow arc denotes variable MAP limits. See placard on page 2-9.

PLACARDS

In clear view and readable by pilot in flight:

LIMIT MANIFOLD PRESSURE - IN. HG								
MAXIMUM CONTINUOUS POWER								
PRESS ALT-FT	OAT - °C							
	-30	-20	-10	0	10	20	30	40
SL	21.5	21.8	22.1	22.4	22.6	22.9	23.1	23.3
2000	20.9	21.2	21.5	21.8	22.1	22.3	22.5	22.8
4000	20.4	20.7	21.0	21.3	21.5	21.8	22.0	22.2
6000	19.9	20.2	20.5	20.8	21.0	21.3	21.5	21.7
8000	19.5	19.8	20.1	20.3	20.6	20.8	21.0	21.3
10000	19.1	19.4	19.6	19.9	FULL THROTTLE			
12000								
FOR MAX TAKEOFF POWER (5 MIN), ADD 2.8 IN.								

NEVER EXCEED SPEED - KIAS								
2200 LB TOGW & BELOW								
PRESS ALT-FT	OAT - °C							
	-30	-20	-10	0	10	20	30	40
SL								
2000	130						127	123
4000					126	122	118	114
6000			126	122	117	113	108	103
8000	126	122	117	112	107	101	96	91
10000	117	112	106	101	95	90	85	
12000	107	101	95	89	NO FLIGHT			
14000	95	89						
OVER 2200 LB TOGW, SUBTRACT 10 KIAS FOR AUTOROTATION, SUBTRACT 30 KIAS								

PLACARDS (cont'd)

Near main fuel tank filler cap:

FUEL
100 OCT MIN GRADE AVIATION GASOLINE

Near aux fuel tank filler cap:

AUX FUEL
100 OCT MIN GRADE AVIATION GASOLINE

Near fuel shut-off valve:

FUEL

On fuel shut-off valve:

ON OFF

Near main tank fuel gage:

For bladder style tank

29.5 US GAL

For aluminum (non-bladder) tank

30.6 US GAL

PLACARDS (cont'd)

Near aux tank fuel gage:

For bladder-style tank

AUX 17.0 US GAL

For aluminum (non-bladder) tank

AUX 18.3 US GAL

In clear view of pilot:

MINIMUM SOLO PILOT WEIGHT 150 LB
(SEE PILOT'S HANDBOOK)

or

SEE PILOT'S HANDBOOK FOR SOLO PILOT
WEIGHT LESS THAN 150 LB (68 KG)

THIS ROTORCRAFT APPROVED FOR
DAY AND NIGHT VFR OPERATIONS

LOW-G PUSHOVERS PROHIBITED

On removable cyclic grip:

SOLO FROM RIGHT SEAT ONLY

On or near collective controls:

NO STOWAGE
KEEP AREA CLEAR

In clear view of all occupants:

NO SMOKING

PLACARDS (cont'd)

Inside each baggage compartment:

CAUTION

DO NOT EXCEED ANY OF THE FOLLOWING:

- COMPARTMENT CAPACITY: 50 LB MAX
- COMBINED SEAT PLUS COMPARTMENT: 300 LB MAX
- ROTORCRAFT GROSS WEIGHT LIMIT

SEE ROTORCRAFT FLIGHT MANUAL FOR ADDITIONAL
LOADING INSTRUCTIONS.