SECTION 5

PERFORMANCE

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PERFORMANCE

GENERAL

Information contained in Section 5 is approved by the Federal Aviation Administration.

Hover controllability has been substantiated in 17 knot wind from any direction up to 9800 feet density altitude. Refer to IGE hover performance data for allowable gross weight.

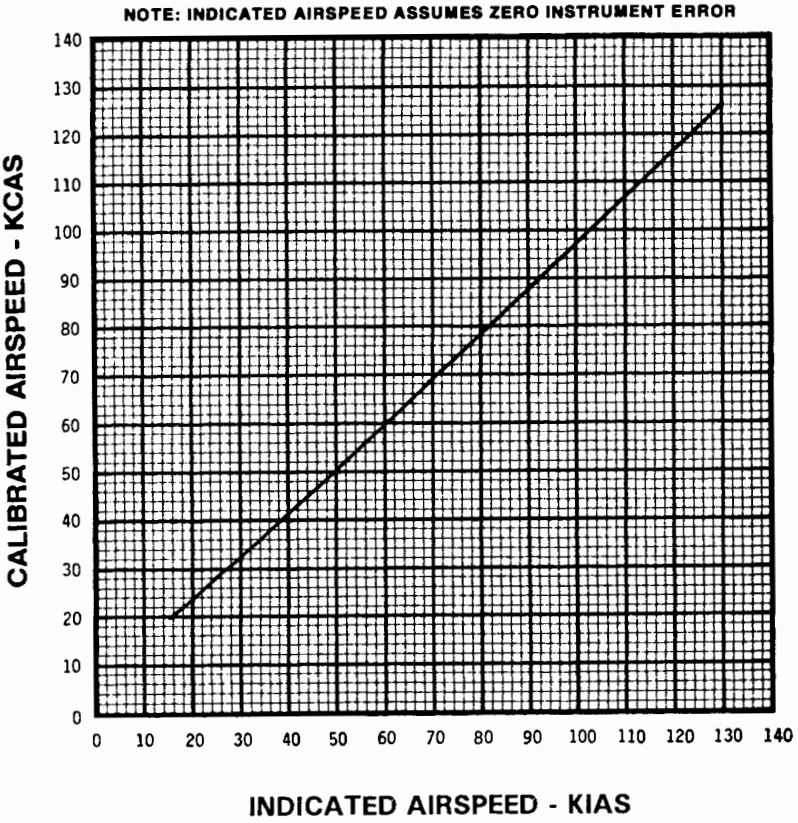
Indicated airspeed (KIAS) shown on graphs assumes zero instrument error.

CAUTION

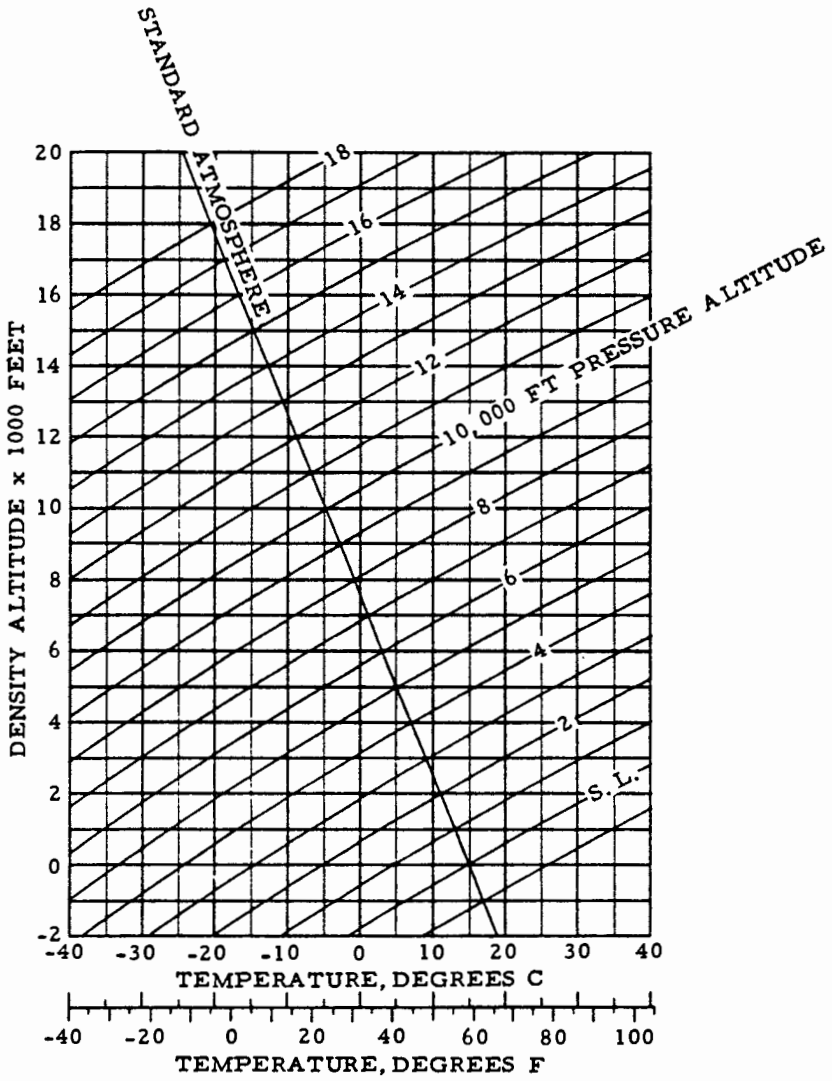
Performance data presented in this section was obtained under ideal conditions. Performance under other conditions may be substantially less.

DEMONSTRATED OPERATING TEMPERATURE

Satisfactory engine cooling has been demonstrated to an outside air temperature of 38°C (100°F) at sea level or 23°C (41°F) above ISA at altitude.

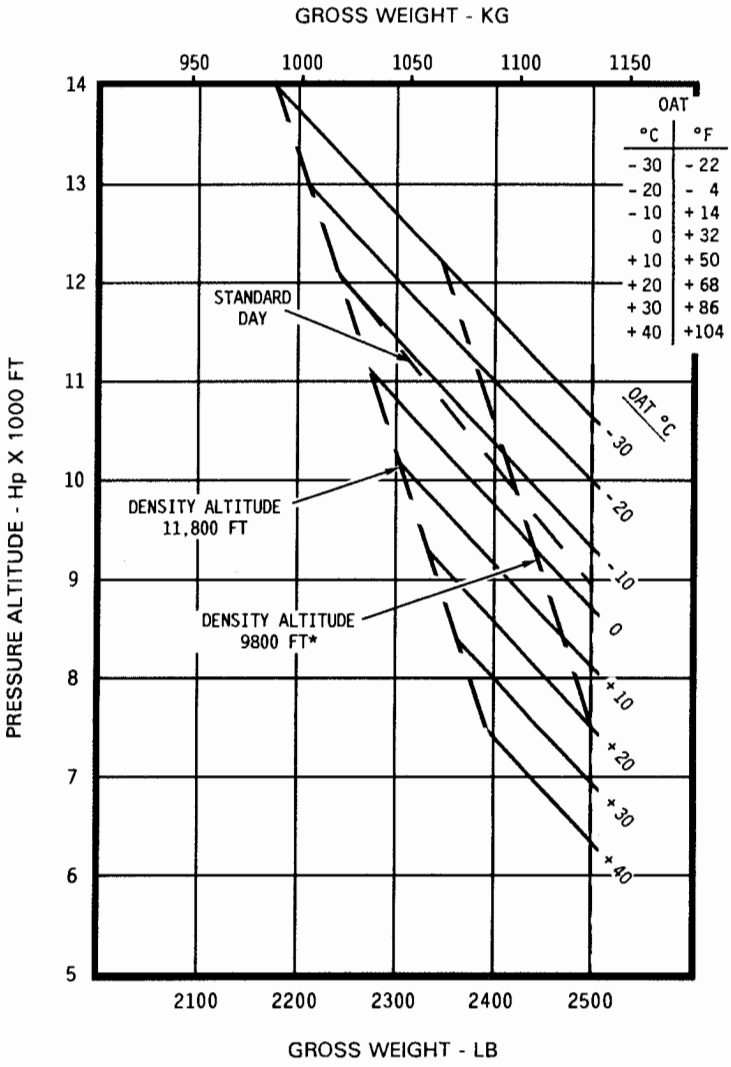


AIRSPEED CALIBRATION CURVE



DENSITY ALTITUDE CHART

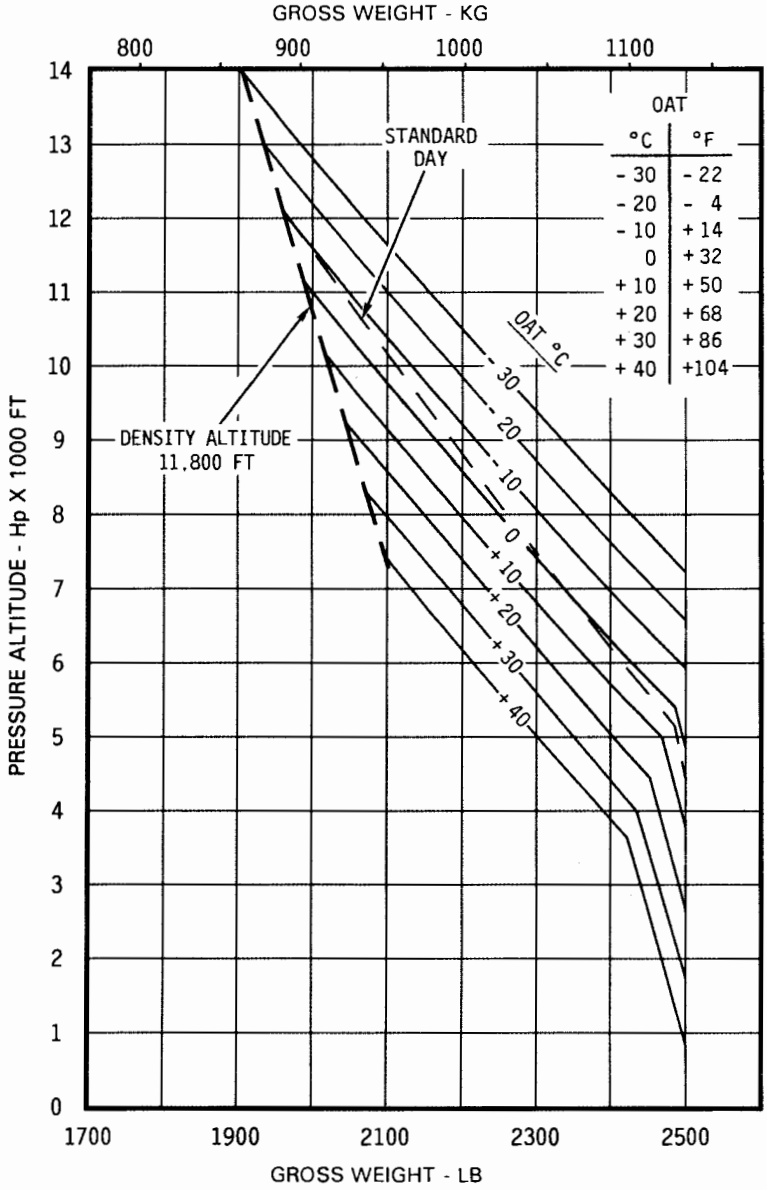
IN GROUND EFFECT AT 2 FOOT SKID HEIGHT
FULL THROTTLE
ZERO WIND



IGE HOVER CEILING VS. GROSS WEIGHT

*Hover controllability with 17 knot wind substantiated up to 9800 feet density altitude.

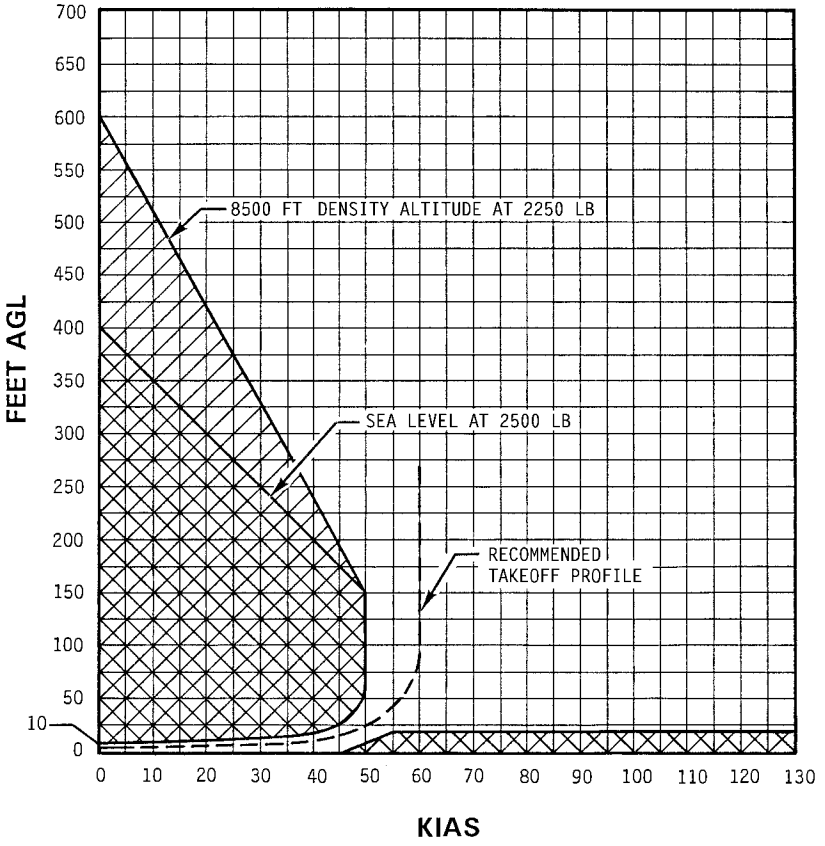
OUT OF GROUND EFFECT
TAKEOFF POWER OR FULL THROTTLE
ZERO WIND



OGE HOVER CEILING VS. GROSS WEIGHT

DEMONSTRATED CONDITIONS:
SMOOTH HARD SURFACE
WIND CALM

AVOID OPERATION IN SHADED AREAS



HEIGHT - VELOCITY DIAGRAM

NOISE CHARACTERISTICS

The following noise level complies with 14 CFR Part 36, Appendix J noise requirements and was obtained from FAA-approved data from actual noise tests.

Model: R44 II
Engine: Lycoming IO-540-AE1A5
Gross Weight: 2500 lb (1134 Kg)
Vh: 109 KTAS

The Sound Exposure Level (SEL) for a level flyover at 492 feel AGL is 80.9 dB(A) for a clean helicopter configuration with doors on.

NOTE

No determination has been made by the Federal Aviation Administration that the noise level is or should be acceptable or unacceptable for operation at, into, or out of any airport.

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