

**SECTION 5  
PERFORMANCE  
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**SECTION 5  
PERFORMANCE**

**GENERAL**

Hover controllability has been substantiated in 17 knot wind from any direction up to 9600 feet density altitude. Refer to IGE hover performance data for allowable gross weight.

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

***CAUTION***

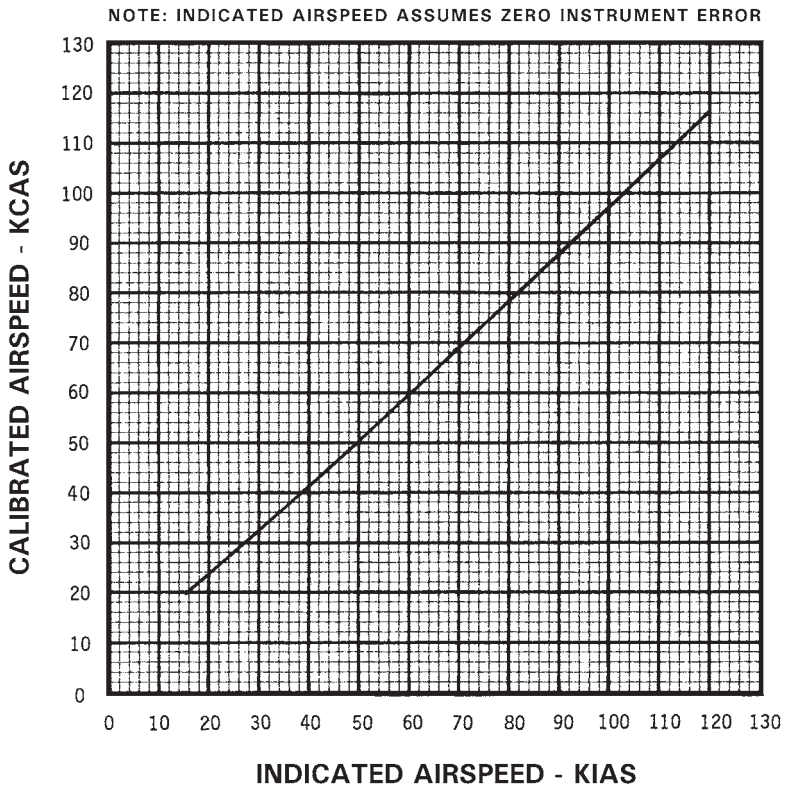
Performance data presented in this section was obtained under ideal conditions. Performance under other conditions may be substantially less.

***NOTE***

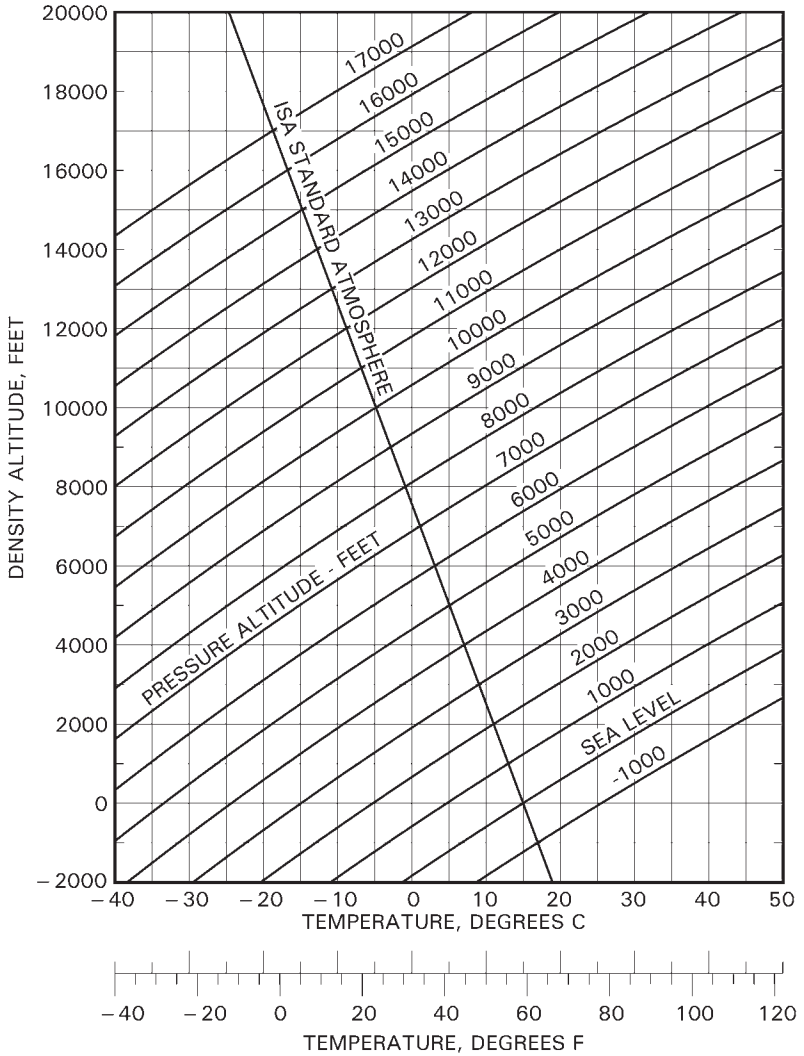
Hover performance data given is with carburetor heat off. Full carburetor heat reduces hover ceilings by up to 2400 feet.

**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.

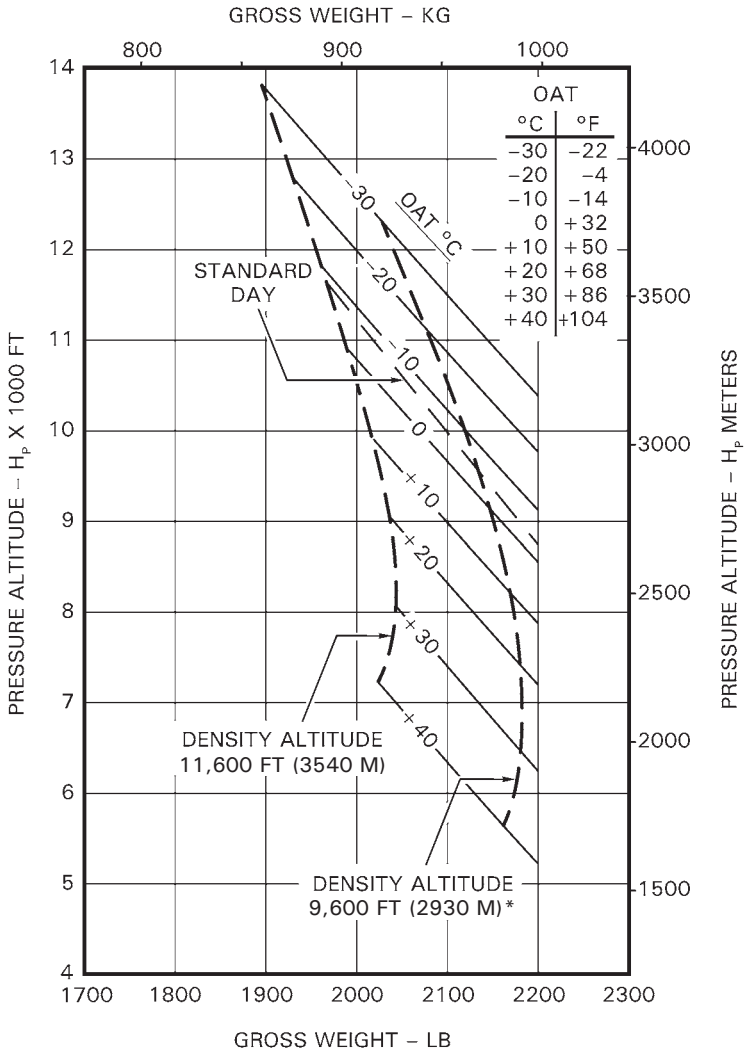


**AIRSPEED CALIBRATION CURVE**



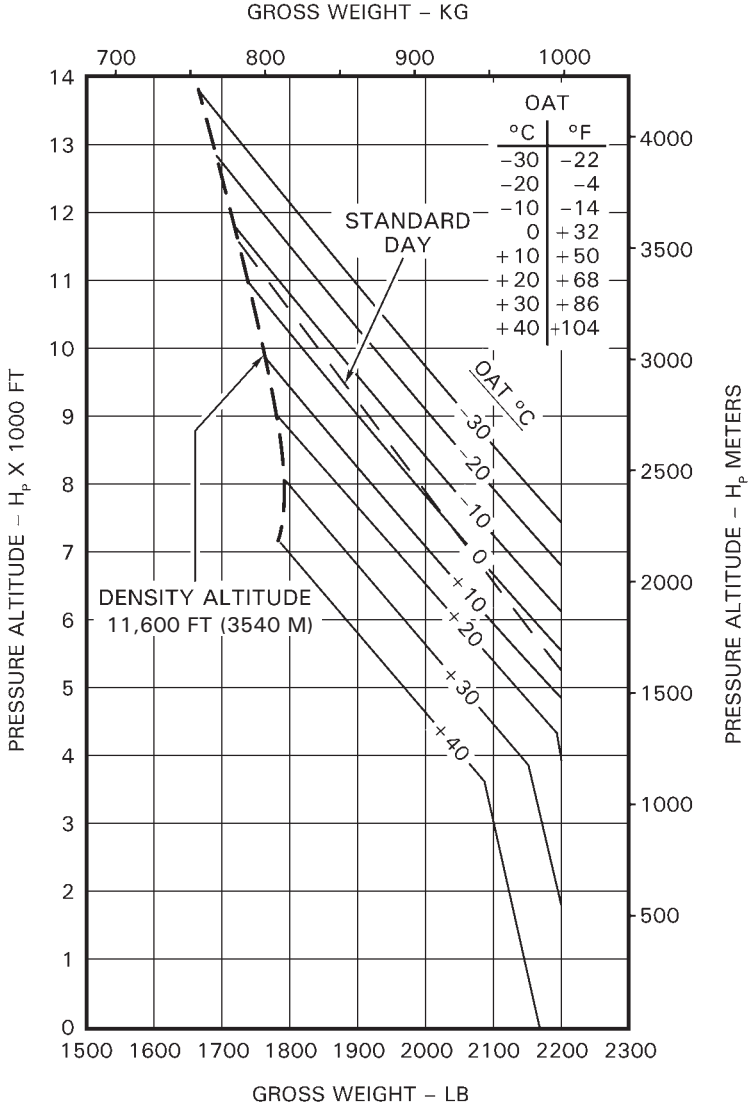
DENSITY ALTITUDE CHART

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



\* Hover controllability with 17 knot (31 km/h) wind substantiated up to 9600 feet (2930 meters) density altitude.

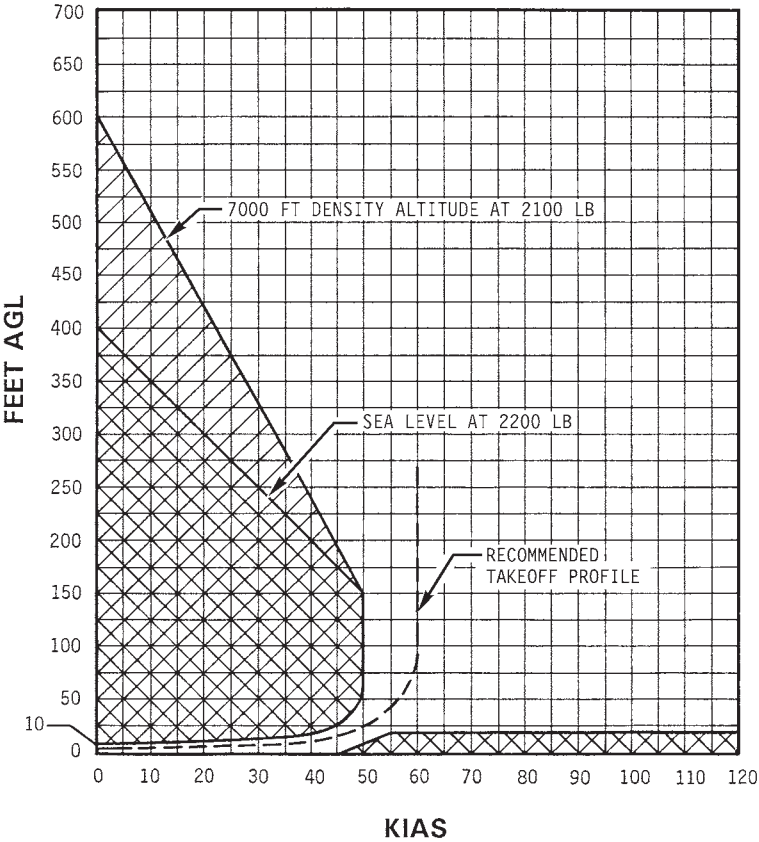
OUT OF GROUND EFFECT  
TAKEOFF POWER OR FULL THROTTLE  
ZERO WIND



**OGE HOVER CEILING VS GROSS WEIGHT**

DEMONSTRATED CONDITIONS:  
SMOOTH HARD SURFACE  
WIND CALM

AVOID OPERATION IN CROSS-HATCHED AREAS



**HEIGHT-VELOCITY DIAGRAM**



**NOISE CHARACTERISTICS**

The following noise level complies with 14 CFR Part 36, Appendix J and ICAO Annex 16, Chapter 11 noise requirements and was obtained from FAA-approved data from actual noise tests.

Model:	R44
Engine:	Lycoming O-540-F1B5
Gross Weight:	2200 lbs (998 kg)
$V_h$ :	107 KTAS

The flyover sound exposure level (SEL) is 78.2 dB(A). This noise level meets the requirements for a Stage 3 helicopter as defined in 14 CFR Part 36.

***NOTE***

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

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