

CHAPTER 7 – PERFORMANCE (Continued)

BLR HOVER CEILING – CALM WINDS* MAXIMUM TORQUE POWER AVAILABLE (30 MINUTE OPERATION) 324 ROTOR/6600 ENGINE RPM

EXAMPLE

WANTED

GROSS WEIGHT TO HOVER

KNOWN

PRESSURE ALTITUDE = 10600 FEET

FAT = 10°C

SKID HEIGHT = 2 FEET

METHOD

ENTER PRESSURE ALTITUDE
MOVE RIGHT TO FAT
MOVE DOWN TO SKID HEIGHT
MOVE LEFT, READ GROSS WEIGHT
TO HOVER = 9200 POUNDS

DATA BASIS: DERIVED FROM
BLR FLIGHT TEST, JUNE 2002
& BLR ENGINE TEST CELL DATA

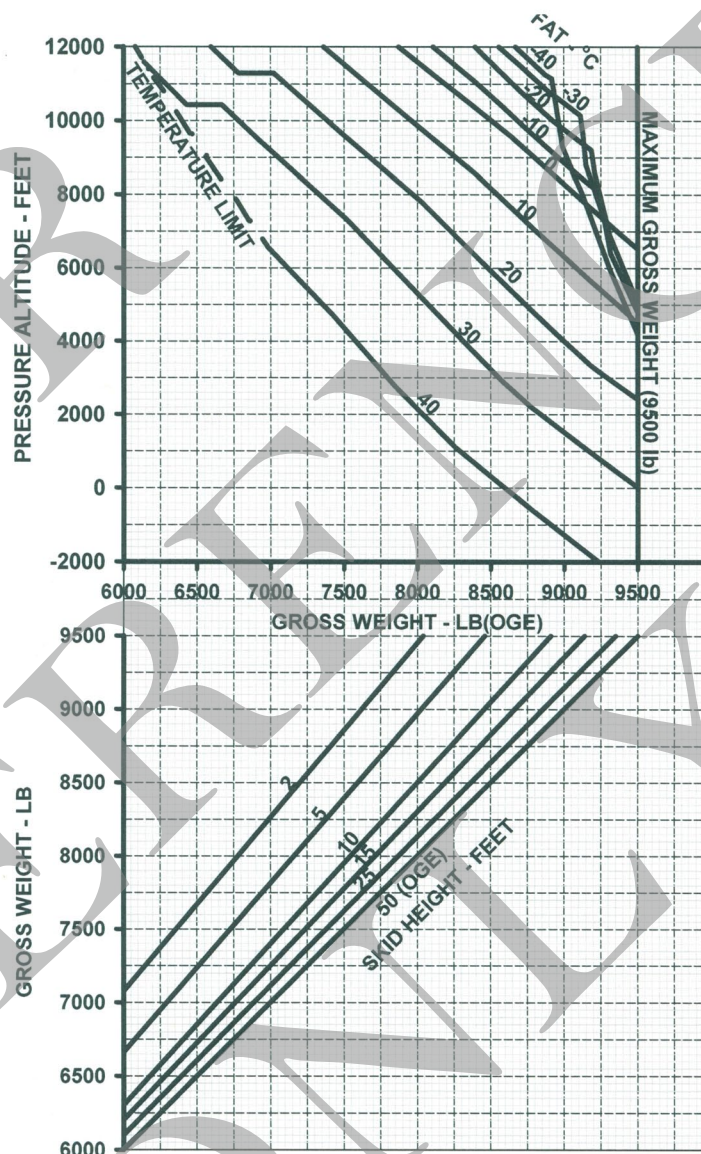
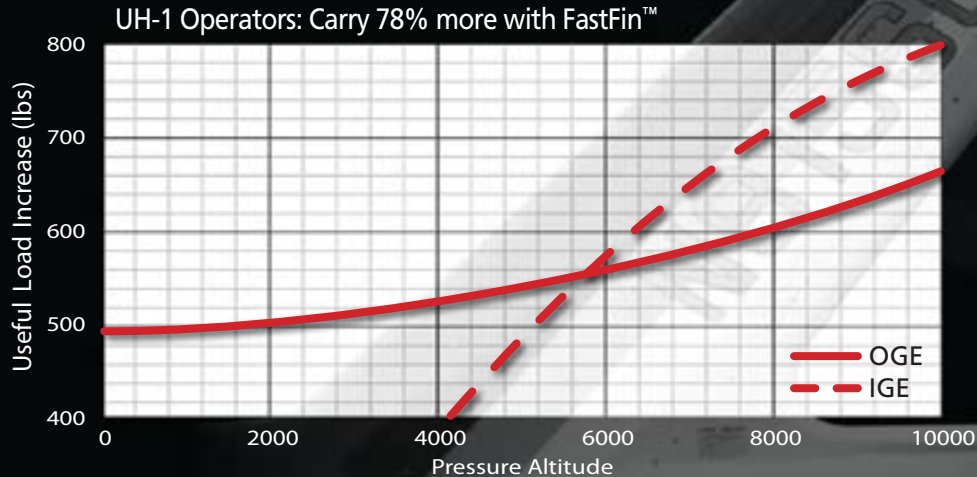


FIGURE 7.3 BLR Hover (Ceiling) Chart (Sheet 1 of 2)
U. S. Army UH-1H with Lycoming T53-L-13B Engine and Metal Main Rotor Blades

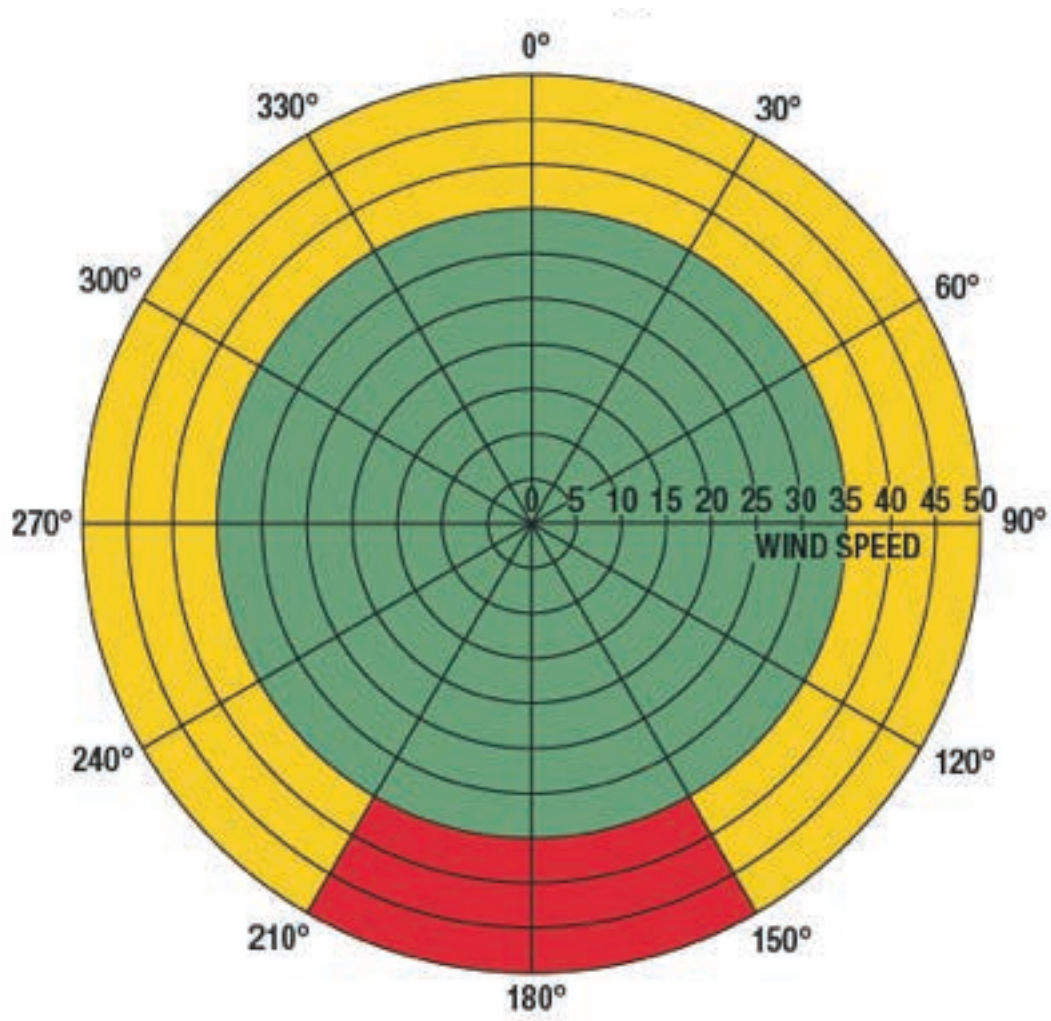
* Calm winds are defined as low winds less than 5 knots. Additionally, this hover performance is still acceptable with higher winds (as high as 20 knots) as long as the wind direction is less than 10 degrees off the nose of rotorcraft.

What More is There to Say?



- FAA certified data
- FastFin™ is a tail rotor enhancement and stability system available exclusively from BLR Aerospace
- Increase in hover useful load for FastFin™ equipped UH-1 helicopters with Lycoming T53-13B engines, 30°C

Bell UH-1H Maximum Allowable Wind Speed and Direction*



Increase IGE and OGE hover options

Increase hover safety

Reduce wind azimuth challenges