

Rotorcraft

Helicopter manufacturers have long realised that the business and corporate market is worth investing time and effort in. The top-of-the range rotorcraft are fitted with cabins built to the same quality and comfort as the best of the business jets. More and more charterers are looking at combining the rotorcraft with fixed wing in their offering. This chapter looks at the whole range of corporate helicopters on the market.

- Sikorsky's S92 is one of those top of the range helicopters that offer everything for a head-of-state aircraft.
Artist Tim Hall.
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AGUSTAWESTLAND A109 POWER/GRAND



SPECIFICATION

Length	37' 7" (fuselage) 42' 9" (rotors running)	11.45m / 13.04m
Main Rotor Diameter	36' 1"	11m
Height	11' 6"	3.50m
Cabin Length	6' 10"	2.10m
Cabin Width	5' 3"	1.61m
Cabin Height	4' 2"	1.28m
Max Range	512nm	948km
Max Seating	1 + 7	
Typical Seating	1 + 5	
Powerplant	2x P&W PW206C or 2x Turbomeca Arrius 2K-1	640SHP/477kW each (Take off Power) 670SHP/500kW each (Take off power)
Max Cruise Speed	154ktas	285km/h
Max Ceiling	19,600ft	5,974m
Rate of Climb	1,930fpm	588mpm
Take off Distance	0	
Landing Distance	0	
MTOW	6,283lbs	2,850kg
Max Landing Weight	6,283lbs	2,850kg
Useful load	2,822lbs	1,280kg
Payload with full fuel	1,281lbs	581kg
Price		

Rotorcraft

THE Power is a lightweight twin engine multipurpose helicopter capable of single pilot IFR operation.

The A109 has always been a fast helicopter and the Power is no exception, able to cruise at 154ktas (285km/h) it features retractable landing gear and two engine choices.

Two Pratt & Whitney PW206C provide 640shp (477kW) each at take-off, or alternatively two Turbomeca Arrius 2K-1 providing 670shp (500kW) each can be fitted.

The Grand, designated the A109S Grand, is a stretched Power – offering an extra 8" (20cm) in cabin length. The aircraft's MTOW has also been boosted by 717lbs (325kg) and its useful load from 2,822lbs (1,280kg) to 3,373lbs (1,530kg).

The Grand is powered by two Pratt & Whitney PW207C providing 735shp (548kW) each, and able to cruise at 155ktas (288km/h).

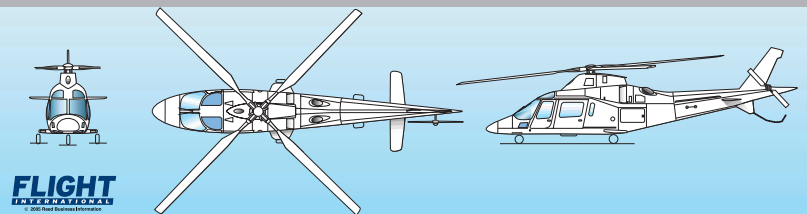
However the increased payloads and more powerful engines only allow it to fly a range of 480nm (890km) compared to the 512nm (948km) of the Power.



HERITAGE

The first A109 flew in August 1971 powered by two Allison 250-C20 turbines and since then has been upgraded for many mission specific roles - the latest A109 is the A109E Power. The Power first flew in February 1995 and was certified in August 1996, based on the A-109K-2, which was developed as a civilian police, search and rescue version, for high altitude and high temperature operations. It also features strengthened landing gear and improved main rotor.

SPOTTER'S GUIDE



The A109 Power is very sleek, has a four blade main rotor with a single large cabin door and window each side and looks nearly identical to the Grand. However, it is shorter than the A109 Grand but both have a curved scimitar look tail fin. An A109 can be recognised by the main gear – the gear retracts into a pod which is mounted on the side of the fuselage and has a panel covering the main strut. The Grand has two windows on each side set in the cabin doors.

AGUSTAWESTLAND A119 KOALA



SPECIFICATION

Length	38.48ft (fuselage) 42.68ft (rotors running)	11.73m/13.01m
Main Rotor Diameter	35' 6"	10.83m
Height	12' 4"	3.77m
Cabin Length	6' 10"	2.10m
Cabin Width	5' 6"	1.67m
Cabin Height	4' 2"	1.28m
Max Range	535nm	991km
Max Seating	1 + 7	
Typical Seating	1 + 6	
Powerplant	1x P&W PT6B-37A	1,002SHP / 747kW
Max Cruise Speed	139KTAS	257km/h
Max Ceiling	>20,000ft	>6,096m
Rate of Climb		
Take off Distance	X	
Landing Distance	X	
MTOW	5,997lbs	2,720kg
Max Landing Weight	5,997lb	2,720kg
Useful load	2,845lbs	1,293kg
Payload with full fuel	1,304lb	591kg
Price		

Rotorcraft



THE A119 Koala is an eight seat single turbine helicopter designed to provide high productivity and performance with one of the largest cabin widths in its class – 5' 6" (1.67m).

Powered by the ultra reliable Pratt & Whitney PT6B-37A with 1,002shp (747kW) the Koala will lift 1,304lbs (591kg) with full fuel and has a range of 535nm (991km).

The Koala is capable of performing many roles other than that of corporate transport. It can be fitted with a double EMS stretcher interior, is also in service

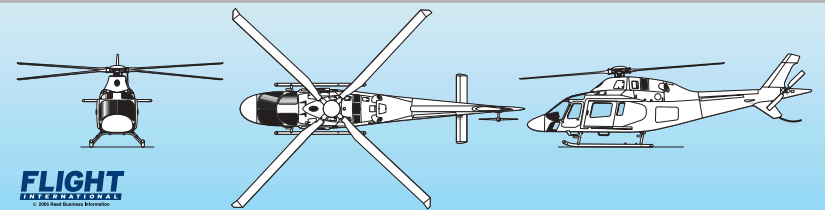
HERITAGE

More than 90 Koala's have been ordered worldwide. The Koala made its first flight in 1995 powered by a Turbomeca Arriel 1, but was subsequently replaced. Certification was awarded in 1998 and the first customer delivery occurred in September 2000.

with various police forces, and fire attack systems are available.

It is also possible to have emergency pop out floats fitted to the skids for any prolonged flights over water.

SPOTTER'S GUIDE



The Koala has a large rectangular window on the cabin doors with a small oblong porthole behind, mounted on skids and features a four blade main rotor with the sleek lines found the A109 – and like the A109 features a curved scimitar look tail fin.

AGUSTAWESTLAND AW139



HERITAGE

Originally developed as a joint venture with Bell under the designation of AB139, but in November 2005 Bell withdrew leaving the Anglo-Italian manufacturer to market the aircraft alone. AW139 first flew in February 2001 was certified in Italy in June 2003 and FAA certification was awarded in December 2004. AgustaWestland has orders for 190 helicopters of which 30 have been delivered at the time of going to press.

SPECIFICATION

Length	54' 8" (rotors running)	16.66m
Main Rotor Diameter	45' 3"	13.8m
Height	16' 3"	4.95m
Cabin Length	8' 10"	2.70m
Cabin Width	6' 10"	2.10m
Cabin Height	4' 8"	1.42m
Max Range	306nm	568km
Max Seating	2 + 15	
Typical Seating	1 + 6	
Powerplant	2x P&W PT6C-67C 1,679SHP/1,252kW each	
Avionics	Honeywell Primus Epic	
Max Cruise Speed	167ktas	310km/h
Max Ceiling	19,460ft	5,931m
Rate of Climb	2,140fpm	654mpm
Take off Distance	X	
Landing Distance	X	
MTOW	14,112lbs	6,400kg
Max Landing Weight	14,112lbs	6,400kg
Useful load	6,124lbs	2,778kg
Payload with full fuel	3,357lbs	1,522kg
Price		

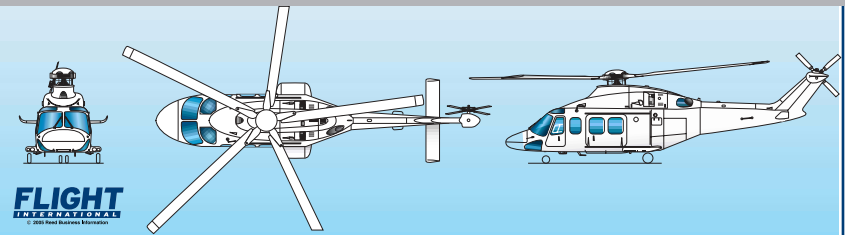
Rotorcraft



THE AW139 is a 15 seat medium twin engine helicopter featuring a fully articulated five blade main rotor and retractable undercarriage. Powered by two Pratt & Whitney PT6C-67C, 1,679shp (1,252kW) each, is able to cruise at 167ktas (310km/h) and lift 3,357lbs (1,522kg) – which equates to 210lbs (95kg) of payload for each passenger in high density configuration – at full fuel for a range of 306nm (568km).

The AW139 has the Honeywell Primus Epic fitted as standard and is certified for IFR operations, a 4-axis autopilot is an option over the standard 3-axis.

SPOTTER'S GUIDE



AW139 has a five blade main rotor, a four blade canted tail rotor and features three cabin windows each side, of which two are on the large sliding cabin doors. The retractable undercarriage is pod mounted on the fuselage, and the rear tailplane has winglets.

AGUSTAWESTLAND EH101 MERLIN



SPECIFICATION

Length	64' (fuselage) 74' 10" (rotors running)	19.53m/22.80m
Main Rotor Diameter	61'	18.60m
Height	21' 9"	6.62m
Cabin Length	21' 4"	6.50m
Cabin Width	8' 2"	2.49m
Cabin Height	6'	1.83m
Max Range	540nm	1,000km
Max Seating	2 + 30	
Typical Seating	2 + 14	
Powerplant	3x GE CT7-8E	2,527SHP/1,884kW each
Max Cruise Speed	150KTAS	278km/h
Max Ceiling		
Rate of Climb	2,788fpm	852mpm
Take off Distance	x	
Landing Distance	x	
MTOW	34,392lbs	15,600kg
Max Landing Weight		
Useful load	11,905lbs	5,600kg
Payload with full fuel		
Price		

Rotorcraft



THE EH101 Merlin was primarily designed as a military helicopter but following certification by the FAA for civil use AgustaWestland is offering the aircraft for VIP or business shuttle operations. The aircraft – under the designation US101 has been selected as the US Presidential helicopter.

This is a heavy three engine helicopter able to seat 30 passengers in a high density configuration while a corporate interior is custom designed upon purchase with a typical installation seating fourteen passengers.

The Merlin is powered by three General Electric CT7-8Es producing 2,527SHP (1,884kW) each and allow a maximum take-off weight of 34,392lbs (15,600kg) with a useful load of 11,905lbs (5,600kg).

The EH101 has retractable tricycle undercarriage – the main gear stows in pods mounted externally on the fuselage, with a five blade composite main rotor it is capable of a maximum cruise speed of 150ktas (278km/h).

HERITAGE

The EH101 was a new design and a joint venture from Agusta and Westland before they merged – originally the company was called Elicottero Helicopter Industries and the EH101 designation was apparently a typographical error from EHI-01.

The first civil configured EH101 first flew in September 1988, whilst the first production aircraft – destined for Britain's Royal Navy - first flew in December 1995. Presently over 100 have been delivered.

SPOTTER'S GUIDE

The EH101 can be recognised from the three engines which are mounted on top of the fuselage – the exhausts of the left and right engines angle down and outwards, whilst the central exhaust is straight. The main rotor has five blades and the tips are swept with anhedral. It has a four blade tail rotor mounted on the left hand side of the tail.

BELL 206B-3 JETRANGER



SPOTTER'S GUIDE

The JetRanger has a two bladed main and tail rotor. The main rotor is mounted on a prominent mast. The skid landing gear can be of low or high step design. The engine has two exhausts which are mounted vertically behind the main rotor mast with a 90° bend to face the rear. It has a large window each side on the cabin doors and a horizontal stabiliser is mid-mounted halfway along the tailboom.

SPECIFICATION

Length	32' 5" (fuselage) 39' 2" (running)	9.88m / 11.95m
Main Rotor Diameter	33' 5"	10.18m
Height	8' 4"	2.53m
Cabin Length	3' 3"	0.99m
Cabin Width	3' 11"	1.2m
Cabin Height	4' 3"	1.30m
Max Range	374nm	693k/mh
Max Seating	1 + 4	
Typical Seating	1 + 4	
Powerplant	1x Rolls-Royce 250-C20J	420shp/313kW
Max Cruise Speed	115ktas	213km/h
Max Ceiling	13,200ft	4,023m
Rate of Climb	1,350fpm	411mpm
Take off Distance	X	
Landing Distance	X	
MTOW	3,200lbs	1,451kg
Max Landing Weight	3,200lbs	1,451kg
Useful load	1,487lbs	674kg
Payload with full fuel	877lbs	398kg
Price		

Rotorcraft



THE Bell JetRanger is one of the best selling and successful helicopters in the world. As well as being a ubiquitous charter helicopter, the JetRanger has been widely recognised as the key entry level single engine turbine helicopter.

It is a five seat aircraft with a three seat bench in the rear passenger cabin and seating for a pilot and co-pilot/passenger in the cockpit.

Powered by a single Rolls-Royce 250-C20J 420shp (313kW) the JetRanger has a useful load of 1,487lbs (674kg) and is able to cruise at a maximum speed of 115ktas (213km/h) for 374nm (693km).

HERITAGE

The 206 design originated in the mid-1960s as an entry in a United States Army competition for a light observation (scout) helicopter. This first Model 206 made its first flight on December 8 1962. The civil variant the 206A, powered by a 317shp (235kW) Allison C18A, first flew in January 1966.

Although Bell lost the contract, the Model 206A JetRanger entered the civilian market in 1966. The Model 206 has been updated several times, with the 206B "JetRanger II" arriving in 1971 and the 206B-3 "JetRanger III" with modified tail rotor and more powerful engine coming in 1977. The basic shape and fundamental design remain unchanged since 1966. Over 7,700 military and civil JetRangers have been built and have logged in excess of 38million flight hours.

BELL 206L4 LONGRANGER



SPECIFICATION

Length	34' 7" (fuselage) 42' 5" (rotor running)	10.55m / 12.92m
Main Rotor Diameter	39'	11.89m
Height	10'	3.04m
Cabin Length	5'	1.5m
Cabin Width	3' 11"	1.2m
Cabin Height	3' 11"	1.2m
Max Range	357nm	661km
Max Seating	1 + 6	
Typical Seating	1 + 4	
Powerplant	1x Rolls-Royce 250-C30P	726shp/541kW
Max Cruise Speed	112ktas	207km/h
Max Ceiling	10,000ft	3,048m +
Rate of Climb		
Take off Distance	X	
Landing Distance	X	
MTOW	4,450lbs	2,018kg
Max Landing Weight	4,450lbs	2,018kg
Useful load	2,141lbs	971kg
Payload with full fuel	1,388lbs	629kg
Price		

Rotorcraft



THE stretched cabin of the Bell LongRanger can seat five passengers, a pilot and co-pilot/passenger, and is increasingly popular with helicopter charter companies.

Powered by a single Rolls-Royce 250-C30P providing 726shp (541kW) it is effectively a stretched JetRanger offering two extra seats. It has a useful load of 2,141lbs (971kg) and a range of 357nm (661km) and a maximum cruise speed of 112ktas (207km/h).

It offers a longer cabin than the JetRanger – 8' 6" (2.59m) with club seating for five.

SPOTTER'S GUIDE

The LongRanger is a stretched JetRanger but is noticeably different by the engine exhaust – a large oval single exhaust replaces the two smaller of the JetRanger, and its increased length. The added length allows for two windows either side. It has vertical fins of winglet type style on the mid mounted horizontal stabilisers.

HERITAGE

The 206L was developed from the 5 seat JetRanger. The first 206L flew in September 1974, and production began in early 1975. The LongRanger introduced a more powerful engine and a transmission suspension system for greater passenger comfort.

BELL 407



SPECIFICATION

Length	34' 8" (fuselage) 41' 5" (rotor running)	10.57m/12.61m
Main Rotor Diameter	35'	10.66m
Height	10' 2"	3.10m
Cabin Length	5'	1.5m
Cabin Width	3' 11'	1.2m
Cabin Height	3' 11'	1.2m
Max Range	330nm	612km
Max Seating	1 + 6	
Typical Seating	1 + 4	
Powerplant	1x Rolls-Royce 250-C47B	813shp/606kW
Max Cruise Speed	133ktas	246km/h
Max Ceiling	17,600ft	5,364m
Rate of Climb		
Take off Distance	X	
Landing Distance	X	
MTOW	5,000lbs	2,268kg
Max Landing Weight	5,000lbs	2,268kg
Useful Load	2,347lbs	1,065kg
Payload with full fuel	1,784lbs	810kg
Price	\$1.52m	€1.18m

Rotorcraft



THE 407 is a light single turbine engine helicopter capable of seating seven passengers.

Powered by a FADEC equipped Rolls-Royce 250-C47B producing 813shp (606kW) it can cruise at a maximum speed of 133ktas (246km/h).

The Bell 407 can lift a useful load of 2,347lbs (1,065kg) – even with full fuel the remaining payload (1,784lbs – 810kg) would allow all seven seats to be filled and give a 254lb (115kg) allowance per seat.

The Bell 407 is able to cover 330nm (612km) and transport the occupants in a 5' (1.5m) long and 3' 11" (1.2m) wide cabin in club configuration – this represents an extra 1' 9" (0.51m) in cabin length over the JetRanger.

Typically it would carry the pilot and four or five passengers.

HERITAGE

The 407 is an evolutionary development of the 206 LongRanger – it first flew in 1995. The 407 concept demonstrator mated the LongRanger's fuselage with the tail boom and the dynamic systems of the OH58D Kiowa (military 206 which has been extensively modified) – primarily because of the composite four blade main rotor system which provides a smoother ride and generates more lift efficiently. A successor, The Bell 417, is currently under development in the USA. Featuring a Chelton glass cockpit the new derivative is due certification early in 2008.

SPOTTER'S GUIDE

Very similar to the JetRanger and LongRanger aircraft but the most recognisable differences are the four bladed main rotor blades and the swept vertical fins on the horizontal stabilisers.

BELL 412EP



SPECIFICATION

Length	43' 4" (fuselage) 56' 2" (rotors running)	12.91m/17.13m
Main Rotor Diameter	46'	14.02m
Height	14' 11"	4.54m
Cabin Length	11' 4"	3.45m
Cabin Width	8'	2.44m
Cabin Height	4' 1"	1.25m
Max Range	356nm	659km
Max Seating	1 + 14	
Typical Seating	1 + 7	
Powerplant	1x P&W PT6T-3D Twin Pac	1,800SHP/1,342kW
Max Cruise Speed	122ktas	226km/h
Max Ceiling		
Rate of Climb		
Take off Distance	X	
Landing Distance	X	
MTOW	11,900lbs	5,398kg
Max Landing Weight	11,900lbs	
Useful Load	5,055lbs	2,293kg
Payload with full fuel	2,807lbs	1,276kg
Price		

Rotorcraft



RENOWNED for working in extreme conditions, the Bell 412EP has enjoyed business success in the high altitude of the Himalayas and the searing sand swept heat of the Arabian Gulf. The Bell 412 is a medium twin engine helicopter, fitted with a single Pratt Et Whitney PT6T-3D Twin Pac – essentially two PT6 engines combined – and is driven through a single gearbox, but still maintains the added safety of the two engines being able to operate independently.

This Twin Pac produces 1,800shp (1,342kW) and give a maximum cruise speed of 122ktas (226km/h). The four blade rotor is smaller in diameter than its two bladed predecessor, providing more efficiency and a reduction in noise.



The 412 is able to seat thirteen passengers in the standard configuration – however a typical corporate interior may seat seven. A useful load of 5,055lbs (2,293kg) does allow all passenger seats to be filled and it is still able to fly its maximum range of 356nm (659km).

HERITAGE

The 412 is a development of the 212 and began in the late 1970s. The 212 was a development from the venerable UH-1 Huey/205. The first 412 flew in August 1979, and the 412 was awarded VFR certification in January 1981. That same month the first delivery occurred. Subsequent developments and upgrades led to the 412SP, Special Performance, the 412HP, High Performance and to the currently produced 412EP, Enhanced Performance.

SPOTTER'S GUIDE

The 412 is a four bladed upgrade of the classic Huey, with the engines mounted on top of the fuselage. The cabin has three windows either side with the large sliding doors featuring two each, the tail rotor is mounted on the right hand side of the tail and is two bladed.

BELL 427



SPECIFICATION

Length	42' 7" (rotors running) 36' 6" (fuselage)	12.98m / 11.13m
Main Rotor Diameter	37'	11.28,
Height	10' 6"	3.2m
Cabin Length	5.2'	1.57m
Cabin Width	4'	1.23m
Cabin Height	4' 3"	1.3m
Max Range	390nm	722km
Max Seating	2 + 6	
Typical Seating	1 + 4	
Powerplant	2x P&W PW207D	550shp/410kW each
Max Cruise Speed	138ktas	256km/h
Max Ceiling	10,000ft	3,048m
Rate of Climb		
Take off Distance	X	
Landing Distance	X	
MTOW	6,350lbs	2,880kg
Max Landing Weight	6,350lbs	2,880kg
Useful load	2,469lbs	1,120kg
Payload with full fuel	1,085lbs	492kg
Price	\$2.49m	€1.74

Rotorcraft



THE Bell 427 is an eight place twin engine light helicopter designed as a replacement for the 206 LT TwinRanger. Powered by twin FADEC Pratt & Whitney PW207Ds producing 550shp (410kW) each, enables it to cruise at a maximum speed of 138ktas (256km/h).

It features the same composite hub and rotor system used on the Bell 407 and the OH-58D Kiowa - the main rotors are four bladed and constructed from fibreglass and nomex honeycomb composite with a stainless steel leading edge abrasion strip, the tail rotor uses a fibreglass composite and also has a stainless steel leading edge abrasion strip.

The airframe makes high use of composites throughout the structure in particular the fairings found on top of the fuselage housing the engines. It is able to fly a range of 390nm (722km) with four passengers and full fuel under VFR conditions and has a useful load of 2,469lbs (1,120kg).

SPOTTER'S GUIDE

The 427 has a four bladed main rotor and a two bladed tail rotor. The tail rotor is mounted to the port side of the aircraft.

The engines are mounted on top of the fuselage in an aerodynamically friendly fairing with two large straight exhausts exiting the rear.

It can be equipped with either high or low skids. The main cabin windows are rectangular and are slightly shorter in length than the door, with the rearmost window almost being triangular.

HERITAGE

Bell had originally planned to develop a twin engine version of the 407, however this was scrubbed due to payload/range issues and with the 427 an all new design was created. It is the first Bell designed civil helicopter using only CAD (Computer Aided Design) and was developed through a collaborative agreement with Samsung Aerospace Industries of South Korea. First flight was on December 11, 1997 and Canadian certification was awarded on November 19, 1999. First customer deliveries followed US certification in January 2000. US FAA dual pilot IFR certification was awarded in May 2000.

**IN
DEVELOPMENT**

BELL 429 GLOBALRANGER



SPOTTER'S GUIDE

The Bell 429 Corporate features retractable undercarriage and has two cabin windows each side. The main rotor has four blades and it features an X-type tail rotor. The engines are mounted above the passenger cabin in an aerodynamic fairing.

SPECIFICATION

Length	39' 11" (fuselage)	12.17m
Main Rotor Diameter		
Height	13' 3"	4.04m
Cabin Length		
Cabin Width		
Cabin Height		
Max Range	312nm	577km
Max Seating	1 + 6	
Typical Seating	1 + 6	
Powerplant	2x P&W PW207D	710shp/529kW each
Max Cruise Speed	142ktas	264km/h
Max Ceiling		
Rate of Climb		
Take off Distance		
Landing Distance		
MTOW	7,000lbs	3,175kg
Max Landing Weight		
Useful load	2,700lbs	1,225kg
Payload with full fuel	1,260lbs	572kg
Price	\$3.95m	€3.08m

Rotorcraft



THIS is the first Bell helicopter to take advantage of the company's future "modular affordable product line" (MAPL). It incorporates 10 of the 13 technologies that are being developed under the MAPL initiative, which includes the 'MAPL Cabin' which will seat seven in the 429 but can be 'deplugged' to reduce seating.

The MAPL initiative aims to reduce cost and increase productivity by retaining high levels of commonality and will include both single and twin engine helicopters.

The 429 will also introduce a new type of tail rotor, an X-type which is made up of two 407 two blade rotors with swept tips, by increasing the blade count the tail rotor can turn at a reduced rpm, thereby reducing noise.

It will also feature a new four blade

composite main rotor with new aerodynamics and a two piece supercritical tail rotor driveshaft which will eliminate the need for hanger bearings.

The 429 essentially comes in two variants, a corporate version which includes retractable undercarriage and an EMS (Emergency Medical Service) version on skids.

It is able to lift a useful load of 2,700lbs (1,225kg) and cruise at 142ktas (264km/h).

HERITAGE

First flight for this hybrid of the 427 with the MAPL technologies was imminent as this book went to press, with Canadian and US certification expected in the second half of 2007. European certification is set to follow within twelve months. First deliveries are scheduled for late 2007 and at present 195 are on order.

BELL 430



SPECIFICATION*

Length	44' (fuselage) 50.3' (rotors running)	13.42m/15.34m
Main Rotor Diameter	42'	12.80m
Height	13.3'	4.04m
Cabin Length	8' 1"	2.46m
Cabin Width	4' 6"	1.37m
Cabin Height	4' 3"	1.3m
Max Range	353nm	654km
Max Seating	2 + 8	
Typical Seating	2 + 4-6	
Powerplant	2x Rolls-Royce 250-C40B	747shp/557Kw each
Max Cruise Speed	139ktas	258km/h
Max Ceiling	16,180ft	4,932m
Rate of Climb		
Take off Distance	X	
Landing Distance	X	
MTOW	9,300lbs	4,218kg
Max Landing Weight		
Useful load	3,964lbs	1,800kg
Payload with full fuel	2,359lbs	1,072kg
Price	\$4.89m	€3.82

* with skids

Rotorcraft

DISTANCE is no object for Bell's medium twin engine 430 having achieved notoriety some 10 years ago when it broke the helicopter record for a round-the-world flight. The aircraft is also very effective in its business or corporate role.

The 430 has seats for up to eight passengers. It is available with skids (standard) or retractable gear – both have advantages and disadvantages. On skids the 430 is capable of 353nm (654km) at a maximum cruise speed of 139ktas (258km/h) – with wheels it is able to cruise 4kts (7km/h) faster at 143ktas (265km/h) for a range of 275nm (510km).

The 430 is powered by two FADEC equipped Rolls-Royce 250-C40Bs producing 747shp (557kW) each for take off and rated for the same power should there be an engine failure.

The 430 can carry eight passengers in the standard high density configuration with a useful load 3,964lbs (1,800kgs). When fully fuelled it can still lift 2,359lbs (1,072kg) which does allow all ten seats to be filled with a touch under 254lbs (115kg) payload per seat.

HERITAGE

The 430 was developed from the 230 and formally launched in February 1992. It first flew in October 1994, the 230 was based on the 222 but incorporated more powerful engines. The 430 was created by stretching the fuselage to allow an extra seating row, upgrading to even more powerful engines, installing a four bladed main rotor and skids as standard with an optional wheel kit. The first 430 production aircraft was completed in 1995, while Canadian certification was awarded on February 23 1996, allowing first deliveries from mid that year. Meanwhile 230 production wound up in August 1995, making way for the 430. The original 222 was made famous by its use as the fictional Airwolf in the 1980s TV series.



SPOTTER'S GUIDE

Retaining the same shape and lines of the 222, both the models with skids and with wheels have the signature pods mounted on the fuselage, with straight exhausts and three passenger windows each side. When fitted with wheels, the fuselage pods act as the housing for retraction. It has a four bladed main rotor, with the two bladed tail rotor mounted on the left side of the tail.

**IN
DEVELOPMENT**

BELL/AGUSTA BA609



**SPOTTER'S
GUIDE**

With engines on the wingtips connected to large 3 blade rotors and a T-tail the BA609 is a unique give-away.

SPECIFICATION

Length	44'	13.31m
Wingspan/Rotor Diameter	26'	7.93m
Height	15'	4.50m
Cabin Length		
Cabin Width		
Cabin Height		
Max Range	750nm	1,389km
Max Seating	2 + 9	
Typical Seating	1 + 6	
Powerplant	2x P&W PT6C-67A	1,679SHP/1,252kW each
Max Cruise Speed	275 KTAS	509 km/h
Max Ceiling	25,000ft	7,550m
Rate of Climb		
Take off Distance		
Landing Distance		
MTOW	16,800lbs	7,631kg
Max Landing Weight		
Useful load	5,512lbs	2,500kg
Payload with full fuel		
Price		