



Manual: CSP-FF-1, Rotorcraft Flight Manual
Model: 530F-Plus (369FF) Helicopter
Reissue #1: 14 August 1998
Revision 6: 4 October 2006

FILING INSTRUCTIONS:

NOTE: Ensure that Revision 5 to Reissue #1 of CSP-FF-1 has been inserted into your manual before posting Revision 6.

REMOVE PAGES

F-i & F-ii
F-v thru F-xii

2-5 & 2-6

4-5 & 4-6

5-i & 5-ii
5-21 thru 5-25/(5-26 blank)

FRONT MATTER:

SECTION II:

SECTION IV:

SECTION V:

INSERT PAGES

F-i & F-ii
F-v thru F-xii

2-5 & 2-6

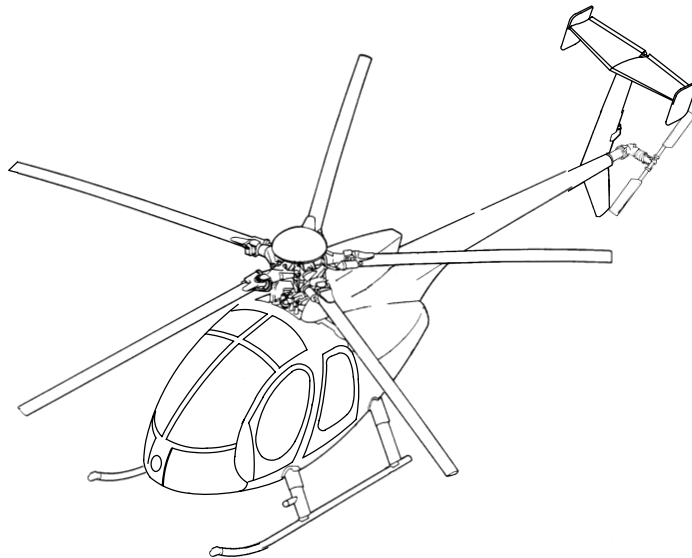
4-5 & 4-6

5-i & 5-ii
5-21 thru 5-25/(5-26 blank)



MD 530F PLUS®

**FAA APPROVED
ROTORCRAFT
FLIGHT MANUAL**



Type Certificate No. H3WE

Approved By

Donald Armstrong
 Manager, Flight Test Branch, ANM-160L
 Federal Aviation Administration
 Los Angeles Aircraft Certification Office
 Transport Airplane Directorate

Original Approval Date: 25 October 1985

Reissue #1: 14 August 1998

THE FAA APPROVED ROTORCRAFT FLIGHT MANUAL CONSISTS OF THE FOLLOWING SECTIONS.

SECTION II -	LIMITATIONS
SECTION III -	EMERGENCY PROCEDURES
SECTION IV -	NORMAL PROCEDURES
SECTION V -	PERFORMANCE DATA
SECTION IX	OPTIONAL EQUIPMENT

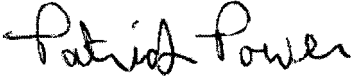
THE HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS AS SET FORTH IN SECTION II OF THIS MANUAL AND ANY ADDITIONAL LIMITATIONS FROM SECTION IX AS A RESULT OF AN INSTALLED OPTIONAL EQUIPMENT ITEM.

SECTIONS III, IV, AND V CONTAIN RECOMMENDED PROCEDURES AND DATA AND ARE FAA APPROVED.

THE "AIRWORTHINESS LIMITATIONS" LISTED IN SECTION 04-00-00 OF CSP-HMI-2 SHALL BE COMPLIED WITH.
THIS MANUAL MUST BE KEPT IN THE HELICOPTER AT ALL TIMES.

Copyright © 1999-2006 by MD Helicopters, Inc.
 All rights reserved under the copyright laws.

LOG OF REVISIONS BY DATE**FAA / NON-FAA REVISIONS**

REVISION DATE/NUMBER	
Original Issue . . .	25 October 1985
Revision 1	11 April 1990
Revision 2	29 May 1990
Revision 3	17 August 1990
Revision 4	1 April 1992
Revision 5	17 July 1995
Reissue #1	14 August 1998
Revision 1	8 January 1999
Revision 2	30 December 1999
Revision 3	10 October 2000
Revision 4	22 March 2001
Revision 5	3 October 2003
Revision 6	4 October 2006
	
Manager, Flight Test Branch, ANM-160L Federal Aviation Administration Los Angeles Aircraft Certification Office Transport Airplane Directorate	

PARAGRAPH	PAGE
4-7. Cruise	4-24
4-8. Low Speed Maneuvering	4-24
4-9. Practice Autorotation	4-25
4-10. Doors Off Flight	4-26
4-11. Landing Approach	4-26
4-12. Running Landing	4-26
4-13. Engine/Aircraft Shutdown	4-27
4-14. Post Flight	4-29
4-15. Normal Engine Restart	4-29
4-16. Electronic Power Turbine (N2) Overspeed Control System	4-29
4-17. Noise Impact Reduction Procedures	4-30

Section V - Performance Data

5-1. General	5-1
5-2. Density Altitude	5-2
5-3. Airspeed Calibration	5-4
5-4. Speed For Best Rate of Climb	5-6
5-5. Hover Ceiling VS Gross Weight - In ground Effect (IGE)	5-8
5-6. Height Velocity Diagram/Gross Weight Limits For Height Velocity Diagram	5-18
5-7. Power Check - Rolls Royce 250-C30 Engine	5-21

Section VI - Weight and Balance Data

6-1. Weight and Balance Characteristics	6-1
6-2. Weight and Balance Criteria	6-10
6-3. Equipment Removal or Installation	6-10
6-4. Weight and Balance Determination - Passenger Configuration	6-10
6-5. Longitudinal Loading of Cargo	6-12
6-6. Permissible Lateral Loadings	6-14
6-7. Lateral Loading of Cargo	6-14
6-8. Internal Loading of Cargo	6-22

<u>PARAGRAPH</u>	<u>PAGE</u>
------------------	-------------

Section VII - Handling, Servicing, and Maintenance

7-1. Helicopter Components	7-1
7-2. Use of External Power	7-1
7-3. Hoisting, Jacking, and Lifting	7-1
7-4. Ground Handling Wheels	7-3
7-5. Moving and Towing Helicopter	7-4
7-6. Parking and Mooring	7-5
7-7. Servicing - General	7-7
7-8. Fuel System - Servicing	7-13
7-9. Engine Oil System - Servicing	7-14
7-10. Main Rotor and Tail Rotor Transmission - Servicing	7-14
7-11. Cleaning General	7-15
7-12. Cleaning Fuselage Interior Trim and Upholstery	7-15
7-13. Cleaning Aircraft Exterior and Rotor Blades	7-16
7-14. Cleaning - Canopy and Door Transparent Plastic	7-16
7-15. Fluid Leak Analysis	7-16
7-16. Preservation and Storage	7-17
7-17. Flyable Storage - No Time Limit	7-17
7-18. Cockpit Door Removal and Installation	7-18
7-19. Special Operational Checks and Procedures	7-20

Section VIII - Additional Operations and Performance Data

8-1. Hover Ceiling - Out of Ground Effect (OGE)	8-1
---	-----

Section IX - Optional Equipment

9-1. General Information	9-1
9-2. Listing - Optional Equipment	9-1
9-3. Optional Equipment Performance Data	9-2
9-4. Operating Instructions: Cargo Hook Kit	9-3
9-5. Operating Instructions - Emergency Floats	9-11

SUMMARY OF REVISIONS TO THE ROTORCRAFT FLIGHT MANUAL

NOTE: Revisions are listed below by number with appropriate remarks.
Section II pages marked [C]* indicate FAA approved color pages.
Black-and-white reproductions of color pages are not considered to be “FAA Approved”.

REVISION NUMBER	REMARKS
Revision 6	<p><u>Section II:</u> Paragraph 2-7. Clarified transient TOT limits during start and power changes in flight. Paragraph 2-10. Moved “WARNING” to bottom of page.</p> <p><u>Section IV:</u> Paragraph 4-1. Added check for torque stripe paint across tail rotor retainer nut, tang washer, and fork assembly.</p> <p><u>Section V:</u> Paragraph 5-7, Figure 5-16 and 5-17. Added requirement to have scav air off and changed references from Allison to Rolls-Royce.</p>

<u>LIST OF EFFECTIVE PAGES</u>			
SECTION	PAGE NUMBER	FAA APPROVED REVISION NUMBER	NON FAA APPROVED REVISION NUMBER
FRONT MATTER	Cover	-----	Revision 3
	F-i	Revision 4	-----
	F-ii	Revision 6	-----
	F-iii	-----	Revision 4
	F-iv	-----	Revision 5
	F-v	-----	Revision 6
	F-vi	-----	Revision 5
	F-vii	-----	Revision 6
	F-viii	-----	Revision 6
	F-ix	-----	Revision 6
	F-x	-----	Revision 6
	F-xi	-----	Revision 6
	F-xii	-----	Revision 6
	F-xiii	-----	Revision 5
F-xiv	-----	Revision 5	
I	1-i/(1-ii blank)	-----	Revision 5
	1-1	-----	Revision 5
	1-2	-----	Revision 5
	1-3	-----	Revision 5
	1-4	-----	Revision 5
	1-5	-----	Revision 5
	1-6	-----	Revision 5
	1-7	-----	Revision 5
	1-8	-----	Revision 5
	1-9	-----	Revision 5
	1-10	-----	Revision 5
	1-11	-----	Revision 5
1-12	-----	Revision 5	

<u>LIST OF EFFECTIVE PAGES</u>			
SECTION	PAGE NUMBER	FAA APPROVED REVISION NUMBER	NON FAA APPROVED REVISION NUMBER
	1-13	-----	Revision 5
	1-14	-----	Revision 5
	1-15	-----	Revision 5
	1-16	-----	Revision 5
	1-17	-----	Revision 5
	1-18	-----	Revision 5
	1-19	-----	Revision 5
	1-20	-----	Revision 5
	1-21/(1-22 blank)	-----	Revision 5
II	2-i/(2-ii blank)	Revision 4	-----
	2-1	Revision 4	-----
	2-2	Revision 4	-----
	2-3	Revision 4	-----
	2-4	Revision 6	-----
	2-5	Revision 6	-----
	2-6	Revision 5	-----
	2-7	Revision 4	-----
	2-8 [C]*	Revision 4	-----
	2-9 [C]*	Revision 4	-----
	2-10	Revision 4	-----
	2-11	Revision 4	-----
	2-12	Revision 4	-----
	2-13	Revision 4	-----
	2-14	Revision 4	-----
	2-15	Revision 4	-----
	2-16	Revision 4	-----
III	3-i	Revision 5	-----
	3-ii	Revision 5	-----
	3-1	Revision 5	-----
	3-2	Revision 5	-----

<u>LIST OF EFFECTIVE PAGES</u>			
SECTION	PAGE NUMBER	FAA APPROVED REVISION NUMBER	NON FAA APPROVED REVISION NUMBER
	3-3	Revision 5	-----
	3-4	Revision 5	-----
	3-5	Revision 5	-----
	3-6	Revision 5	-----
	3-7	Revision 5	-----
	3-8	Revision 5	-----
	3-9	Revision 5	-----
	3-10	Revision 5	-----
	3-11	Revision 5	-----
	3-12	Revision 5	-----
	3-13	Revision 5	-----
	3-14	Revision 5	-----
	3-15	Revision 5	-----
	3-16	Revision 5	-----
	3-17	Revision 5	-----
	3-18	Revision 5	-----
	3-19	Revision 5	-----
	3-20	Revision 5	-----
	3-21	Revision 5	-----
	3-22	Revision 5	-----
	3-23	Revision 5	-----
	3-24	Revision 5	-----
	3-25	Revision 5	-----
	3-26	Revision 5	-----
	3-27/(2-28 blank)	Revision 5	-----
IV	4-i/(4-ii blank)	Revision 4	-----
	4-1	Revision 4	-----
	4-2	Revision 4	-----
	4-3	Revision 4	-----
	4-4	Revision 4	-----
	4-5	Revision 6	-----
	4-6	Revision 4	-----

<u>LIST OF EFFECTIVE PAGES</u>			
SECTION	PAGE NUMBER	FAA APPROVED REVISION NUMBER	NON FAA APPROVED REVISION NUMBER
	4-7	Revision 4	-----
	4-8	Revision 4	-----
	4-9	Revision 4	-----
	4-10	Revision 4	-----
	4-11	Revision 4	-----
	4-12	Revision 4	-----
	4-13	Revision 4	-----
	4-14	Revision 4	-----
	4-15	Revision 4	-----
	4-16	Revision 5	-----
	4-17	Revision 4	-----
	4-18	Revision 4	-----
	4-19	Revision 4	-----
	4-20	Revision 4	-----
	4-21	Revision 4	-----
	4-22	Revision 4	-----
	4-23	Revision 4	-----
	4-24	Revision 4	-----
	4-25	Revision 4	-----
	4-26	Revision 4	-----
	4-27	Revision 4	-----
	4-28	Revision 4	-----
	4-29	Revision 4	-----
	4-30	Revision 4	-----
V	5-i	Revision 4	-----
	5-ii	Revision 4	-----
	5-1	Revision 4	-----
	5-2	Revision 6	-----
	5-3	Revision 4	-----
	5-4	Revision 4	-----
	5-5	Revision 4	-----
	5-6	Revision 4	-----
	5-7	Revision 4	-----

<u>LIST OF EFFECTIVE PAGES</u>			
SECTION	PAGE NUMBER	FAA APPROVED REVISION NUMBER	NON FAA APPROVED REVISION NUMBER
	5-8	Revision 4	-----
	5-9	Revision 4	-----
	5-10	Revision 4	-----
	5-11	Revision 5	-----
	5-12	Revision 4	-----
	5-13	Revision 4	-----
	5-14	Revision 4	-----
	5-15	Revision 4	-----
	5-16	Revision 4	-----
	5-17	Revision 4	-----
	5-18	Revision 4	-----
	5-19	Revision 4	-----
	5-20	Revision 4	-----
	5-21	Revision 6	-----
	5-22	Revision 6	-----
	5-23	Revision 6	-----
	5-24	Revision 6	-----
	5-25/(5-26 blank)	Revision 6	-----
VI	6-i	-----	Revision 4
	6-ii	-----	Revision 4
	6-1	-----	Revision 4
	6-2	-----	Revision 4
	6-3	-----	Revision 4
	6-4	-----	Revision 4
	6-5	-----	Revision 4
	6-6	-----	Revision 4
	6-7	-----	Revision 4
	6-8	-----	Revision 4
	6-9	-----	Revision 4
	6-10	-----	Revision 4
	6-11	-----	Revision 4
	6-12	-----	Revision 4

2-7. POWERPLANT LIMITATIONS

Engine torque limits:

Maximum takeoff (5 minute): 59.6 psi torque.

Maximum continuous: 48.9 psi torque

Transient torque limits: None.

Turbine outlet temperature limits:

Maximum takeoff (5 minute): 768°C

Maximum continuous: 694°C

Maximum for starting (lightoff): 150°C

Transient limits:

During start and shutdown: 826°C to 927°C for 10 seconds or less with a momentary peak temperature of 927°C for not more than 1 second.

During power changes in flight: 768°C to 905°C for 12 seconds.

Gas producer (N₁) speed limits:

Maximum continuous: 105%.

Minimum: ground idle speed 64%.

Transient limits: 106% for 10 seconds.

Power Turbine (N₂) speed limits:

Maximum allowable output shaft (N₂) speed exceeds helicopter allowable speed (red dot at 106.5 percent N₂). Observe rotor limits.

Engine oil system limits:

Flight operation temperature limits: 0°C to 107°C

NOTE: These engine oil temperature limits pertain to all gauge configurations. 0°C is when the needle is at the bottom of the yellow/green arc.

Flight operation pressure limits:

50 to 130 psi with the following minimums:

115 psi at 94 percent N₁ and above.

90 psi at 79 percent N₁.

50 psi below 79 percent N₁.

2-8. ELECTRICAL SYSTEM LIMITATIONS

Generator limits:

Maximum continuous: 140 amps

140 to 200 amps: 10 minutes

Battery limits:

Flight following a battery overtemperature of 160°F (71°C) or above is prohibited until the battery has been inspected.

2-9. STARTER LIMITATIONS

If ignition is not attained:

30 seconds ON; 2 minutes OFF

30 seconds ON; 2 minutes OFF

30 seconds ON; 30 minutes OFF

2-10. FUEL SYSTEM LIMITATIONS

Fuel Specifications:

For additional information on fuels, refer to the appropriate Rolls Royce Operation and Maintenance Manual.

Primary

Jet A (ASTM D-1655); Jet A-1 (ASTM D-1655); Jet B (ASTM-D-1655)

JP-1 conforming to ASTM D-1655, Jet A or Jet A-1

JP-4 (MIL-DTL-5624); JP-5 (MIL-DTL-5624); JP-8 (MIL-DTL-83133)

Arctic Diesel Fuel DF-A conforming to ASTM D-1655, Jet A or Jet A-1

Diesel No. 1 conforming to ASTM D-1655, Jet A or Jet A-1

Peoples Republic of China RP-3.

Emergency

WARNING

The use of AVGAS (MIL-G-5572) only as an emergency fuel is not allowed. Unexpected engine flameout may occur.

TAILBOOM/TAIL ROTOR 3

- | | |
|--|--|
| <ul style="list-style-type: none"> ● Tailboom | <p>CHECK: NO DAMAGE ALLOWED</p> |
| <ul style="list-style-type: none"> ● Position and anti collision lights | <p>CHECK</p> |
| <ul style="list-style-type: none"> ● Stabilizers (vertical, horizontal and end plates) | <p>CHECK: NO DAMAGE ALLOWED</p> |
| <ul style="list-style-type: none"> ● Tail skid | <p>CHECK</p> |
| <ul style="list-style-type: none"> ● Tailboom extension to tailboom attachment for security and condition | <p>CHECK</p> |
| <ul style="list-style-type: none"> ● Tail rotor gearbox attachment to tailboom extension for security and condition | <p>CHECK</p> |
| <ul style="list-style-type: none"> ● Chip detector and wiring | <p>CHECK</p> |
| <ul style="list-style-type: none"> ● Control push-pull rod and bellcrank | <p>CHECK</p> |
| <ul style="list-style-type: none"> ● Tail rotor transmission oil level | <p>CHECK</p> |
| <ul style="list-style-type: none"> ● Output shaft dust cover, retainer nut, tang washer, rubber bumper | <p>CHECK</p> |



Check for torque stripe paint across retainer nut, tang washer, and fork assembly. If torque stripe on nut and tang washer is not in line with stripe on drive fork, the tang washer inner key tang may be sheared. Advise maintenance.

- Tail rotor drive fork elastomeric bearings:
 - NOTE:** Check bearing for general condition. Elastomeric bearings are suspected of being unserviceable if rubber deterioration or separation, or a vibration is noted. Evidence of light swelling, pock marks and crumbs are surface conditions and are not indications of bearing failure.
- ● Apply teetering force by hand to tail rotor blades (stop-to-stop). Check for fork-to-bearing bond failure. Failure is indicated by any motion between outer bearing cage and fork (bearing turns in fork). **CHECK**
- ● Teeter blades stop-to-stop. Observe four radial molded ridges on each bearing as teetering takes place. If ridges assume continuous curved shape, bearings are intact. Discontinuity in molded ridges indicates bearing failure. **CHECK**
- Tail rotor pitch bearing
 - Hold tail rotor hub firmly and check lead-lag play at tip of each blade. Play in excess of approximately 0.25 in. on either blade may not be acceptable. **CHECK FOR WEAR**
- Tail rotor blades and pitch links **CHECK**

NOTE: Visually check each tail rotor blade abrasion strip for evidence of debonding along the abrasion strip/airfoil bond line.

- Tail rotor drive shaft coupling **CHECK: NO DAMAGE ALLOWED**
- ● Rock tail rotor back and forth in plane of rotation and check main rotor blades for coincidental movement.
- Main rotor blades for condition and abrasion strip for condition and bonding (do not handle trim tabs) **CHECK**
- Overrunning clutch (turn main rotor blade forward then aft) **CHECK**
- All inspection panels **SECURED**
- Overrunning clutch (turn main rotor blade forward then aft) **CHECK**
- All inspection panels **SECURED**

ENGINE COMPARTMENT 4

- Engine mounts, mounting pads, and firewalls **CHECK**
- Landing gear attach points, rear dampers (leaks and inflation) **CHECK**
- Engine oil, air, and fuel lines **CHECK**
- Scavenge oil filter bypass indicator (if installed) **CHECK**
- Generator inlet duct
- Engine electrical connections **CHECK**
- Generator control unit circuit breakers (2) (generic wire harness only) **CHECK**
- Fuel control, N₂ governor, and associated linkages **CHECK**
- Engine fuel filter bypass indicator **CHECK**
- Engine oil filter bypass indicator **CHECK**
- Exhaust ducts **CHECK**
- Engine compartment doors for condition and security **CHECK**

FUSELAGE - LH SIDE 5

- Skid, strut fairings; strut cuffs **CHECK**
- Position light, skid tip **CHECK**
- Pilot and cargo doors - condition and latching **CHECK**
- Passenger steps for condition and security **CHECK**

SECTION V PERFORMANCE DATA

TABLE OF CONTENTS

PARAGRAPH	PAGE
5-1. General	5-1
5-2. Density Altitude	5-2
Figure 5-1. Density Altitude Chart	5-3
5-3. Airspeed Calibration	5-4
Figure 5-2. Airspeed Calibration Curve	5-5
5-4. Speed For Best Rate of Climb	5-6
Figure 5-3. Speed for Best Rate of Climb	5-7
5-5. Hover Ceiling VS Gross Weight - In ground Effect (IGE)	5-8
Figure 5-4. Hover Ceiling, IGE, 3.5 Foot Skid Clearance, Standard Landing Gear, Standard Engine Inlet	5-9
Figure 5-5. Hover Ceiling, IGE, 6 Foot Skid Clearance, Standard Landing Gear, Standard Engine Inlet	5-10
Figure 5-6. Hover Ceiling IGE, 3.5-Foot Skid Clearance Extended Landing Gear, Standard Engine Inlet	5-11
Figure 5-7. Hover Ceiling IGE, 3.5-Foot Skid Clearance, Standard Landing Gear, Particle Separator Inlet with Mist Eliminator	5-12
Figure 5-8. Hover Ceiling IGE, 6.0-Foot Skid Clearance, Standard Landing Gear, Particle Separator Inlet with Mist Eliminator	5-13
Figure 5-9. Hover Ceiling IGE, 3.5-Foot Skid Clearance, Standard Landing Gear, Particle Separator Inlet	5-14
Figure 5-10. Hover Ceiling IGE, 6.0-Foot Skid Clearance, Standard Landing Gear, Particle Separator Inlet	5-15
Figure 5-11. Hover Ceiling IGE, 3.5-Foot Skid Clearance, Extended Landing Gear, Particle Separator Inlet with Mist Eliminator	5-16
Figure 5-12. Hover Ceiling IGE, 3.5-Foot skid Clearance, Extended Landing Gear, Particle Separator Inlet	5-17
5-6. Height Velocity Diagram/Gross Weight Limits For Height Velocity Diagram	5-18

PARAGRAPH	PAGE
Figure 5-13. Height Velocity Diagram	5-19
Figure 5-14. Gross Weight Limits for Height Velocity Diagram	5-20
5-7. Power Check - Rolls Royce 250-C30 Engine	5-21
Figure 5-15. Engine Power Check Chart, Rolls Royce 250-C30 Standard Engine Inlet	5-23
Figure 5-16. Engine Power Check Chart, Rolls Royce 250-C30 Engine Particle Separator Inlet	5-24
Figure 5-17. Engine Power Check Chart, Rolls Royce 250-C30 Engine, Particle Separator Inlet with Mist Eliminator	5-25

5-7. POWER CHECK - ROLLS ROYCE 250-C30 ENGINE

NOTE: Select the appropriate Power Check Chart for type of engine inlet installed.

Description:

The Power Check Chart shows the relationship of engine torque, turbine outlet temperature, and horsepower at various conditions of pressure altitude and OAT for an Rolls Royce 250-C30 engine producing specification power as installed in the Model 530F Plus helicopter. The primary purpose of this chart is its use as an engine performance trending tool to aid in determining whether the engine is producing specification power, or if engine power deterioration has occurred.

NOTE: Power check data taken at regular intervals should be plotted to monitor trends in engine condition. See Rolls Royce 250-C30 Operation and Maintenance Manual for additional information on trend analysis.

The power check chart is based on the following conditions:

- 100 percent N₂
- Cabin heat, scav air and engine anti-ice OFF
- 10 amperes electrical load
- Engine bleed valve closed

Use Of Chart:

The primary use of the chart is illustrated by the example below and by the sample arrows shown on the chart. To determine power check values, it is necessary to read and record engine TORQUE PRESSURE, TURBINE OUTLET TEMPERATURE, PRESSURE ALTITUDE, and OAT while the helicopter is flown in level flight at 100 percent N₂.

WARNING

Do not exceed engine/aircraft limits.

Accessories required for safe flight should be operated during each check.

WARNING

Maintain separation from objects in air or on the ground.

Reset altimeter if required after obtaining pressure altitude.

Example 1 (Ref. Figure 5-15):

WANTED Check engine performance

DATA OBTAINED DURING FLIGHT:

Torque = 43 psig

TOT = 680°C

PA = 6000 feet

OAT = 30°C

METHOD

1. Enter the bottom right of the chart at 43 psig torque. Move up along the 43 psig torque line to the 6000 foot pressure altitude curve, move left to the 30°C OAT curve; now move down and read specification TOT of 700°C.
2. Compare the specification TOT of 700°C with the TOT observed during flight (680°C for this example). The TOT that was observed is lower than the specification TOT. If the TOT observed had been higher than the specification TOT read from the chart, some power deterioration will have occurred and the performance data given in this manual may not be obtained.
3. When trend check procedures indicate engine power deterioration, refer to the Rolls Royce Operation and Maintenance Manual for corrective action.

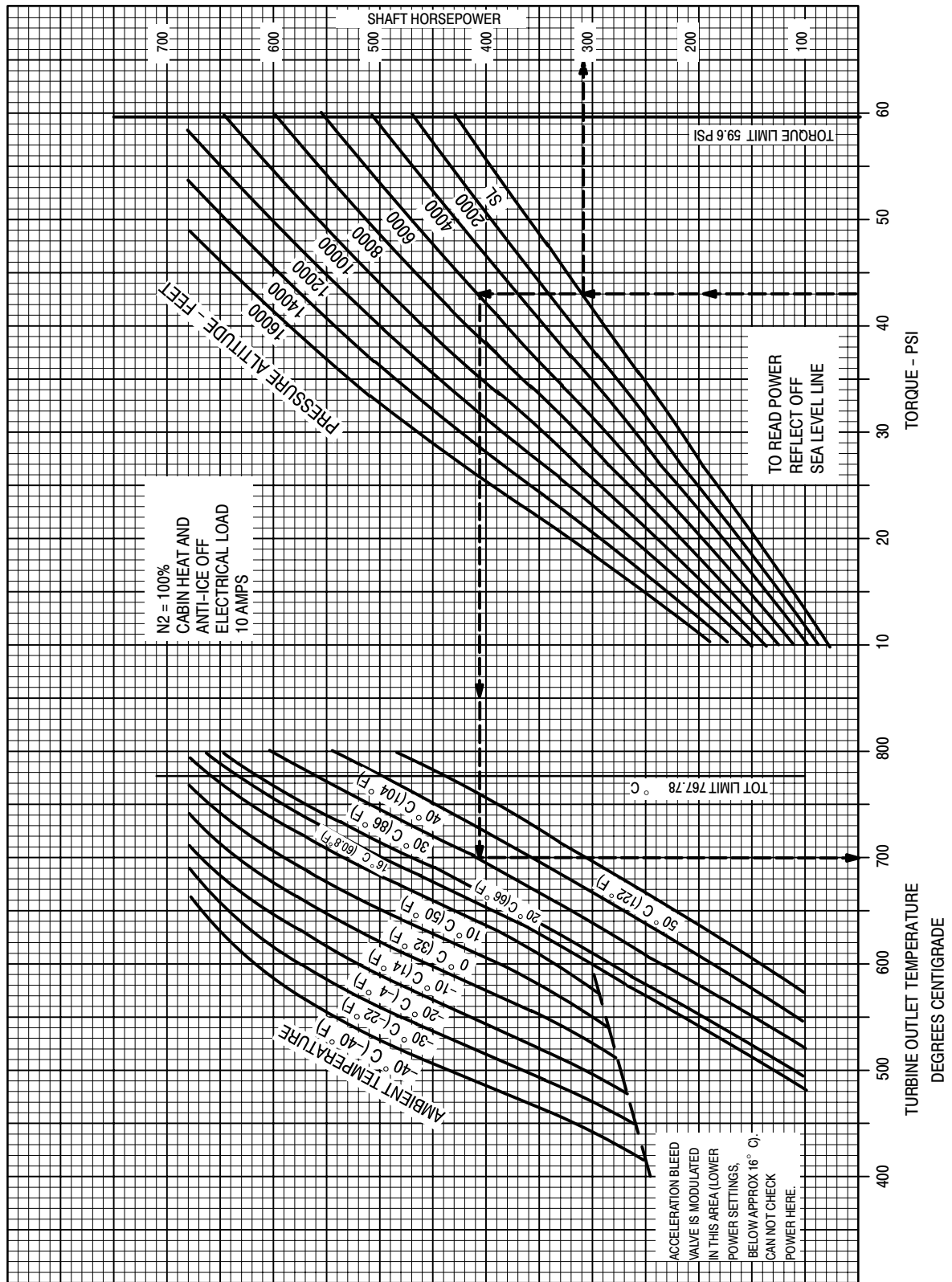
NOTE: Data obtained during engine operation with the bleed valve not fully closed will result in incorrect comparisons of actual versus specification TOT.

4. Actual engine horsepower may be obtained by entering the bottom of the chart at the observed engine torque pressure, moving up along the torque line to the Sea Level Pressure Altitude curve, and then moving right to read the engine shaft horsepower.

Example 2:

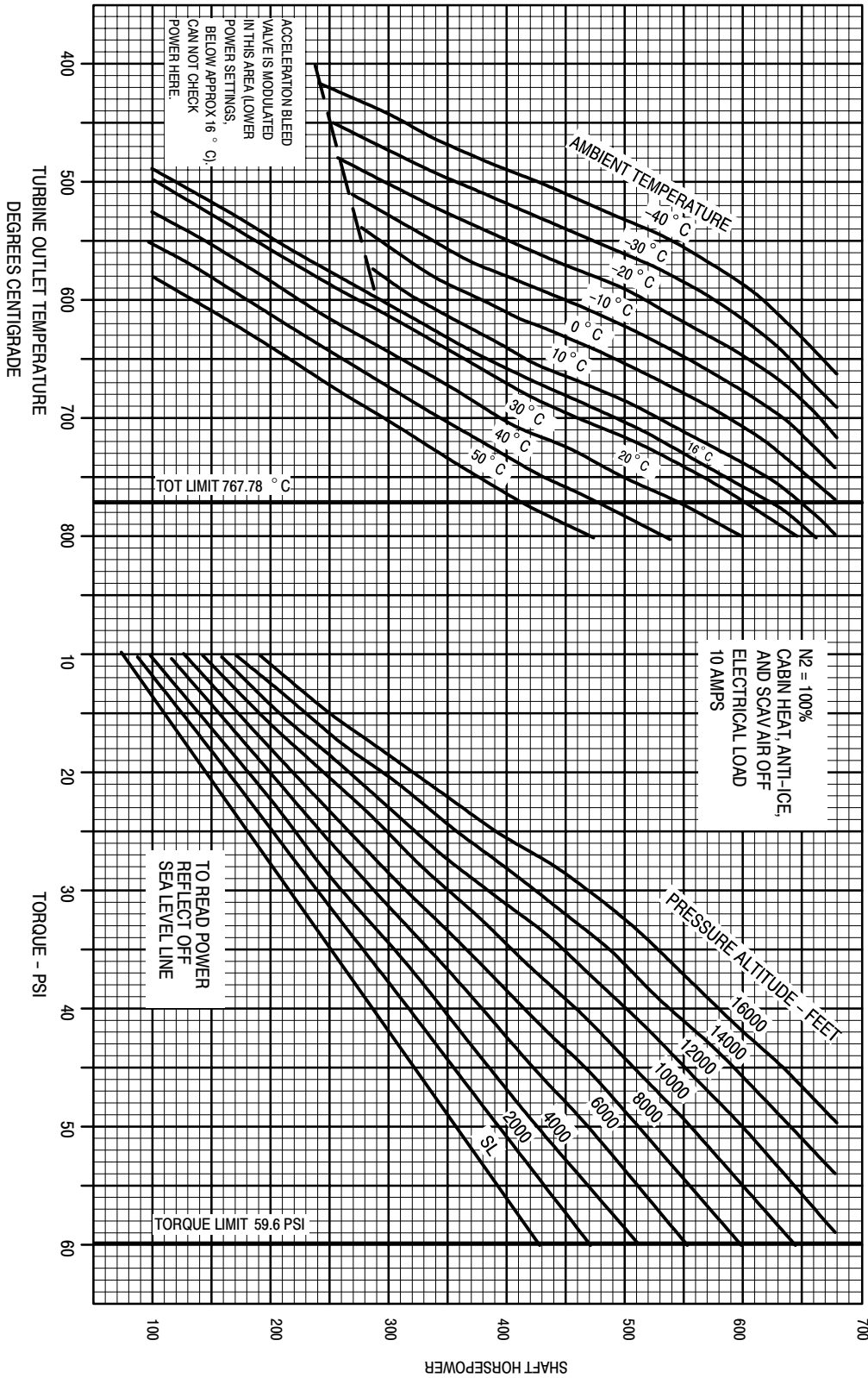
WANTED: Find engine horsepower at 43 psi torque.

METHOD: Enter chart at 43 psi. Move vertically to the sea level ("0") line then to the right and read 310 shaft horse power off the shaft horsepower scale.



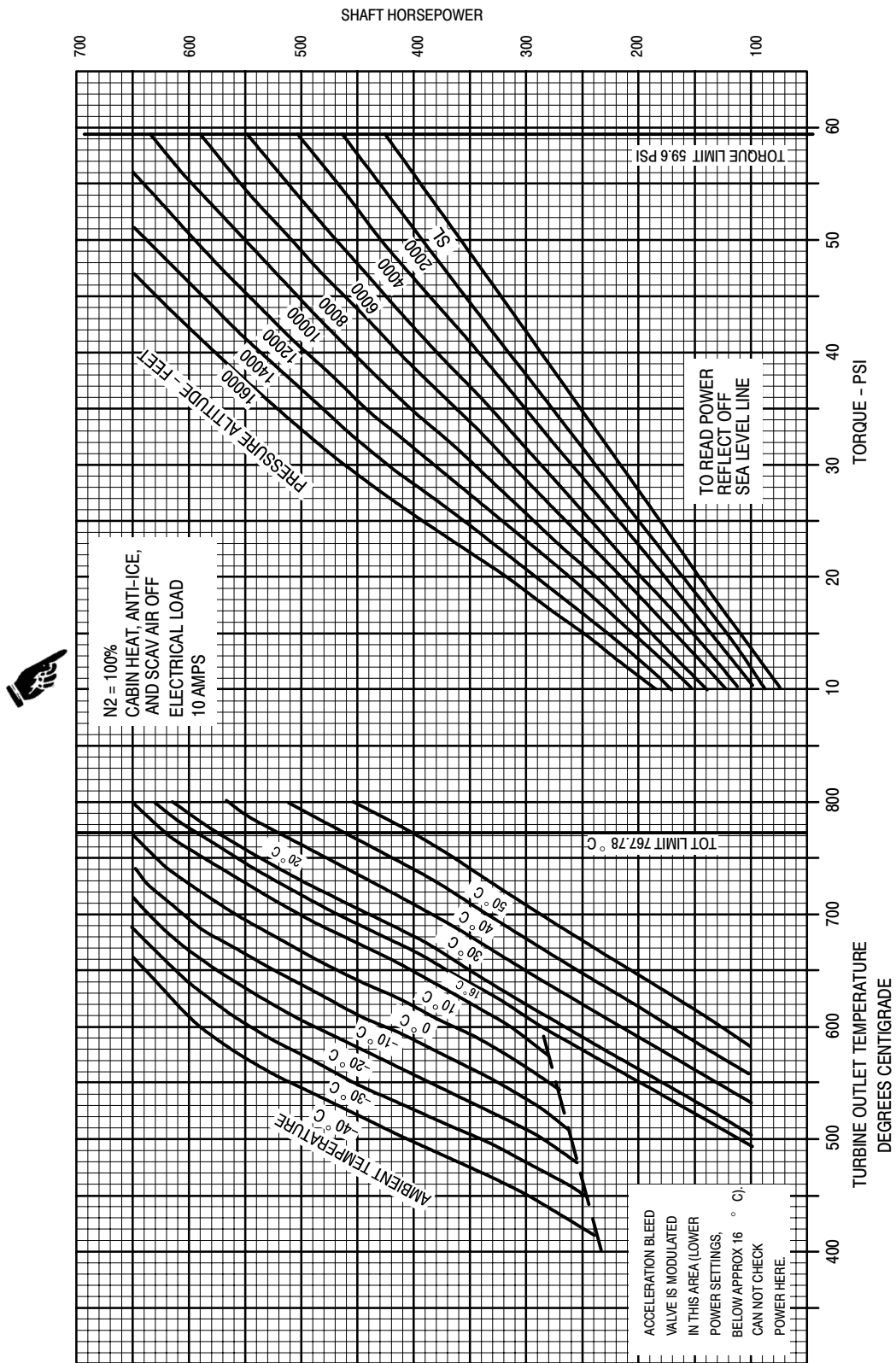
F04-018

Figure 5-15. Engine Power Check Chart, Rolls-Royce 250-C30 Standard Engine Inlet



F40-047

Figure 5-16. Engine Power Check Chart, Rolls-Royce 250-C30 Engine Particle Separator Inlet



F40-046

Figure 5-17. Engine Power Check Chart, Rolls-Royce 250-C30 Engine, Particle Separator Inlet with Mist Eliminator

