

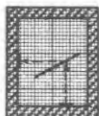
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DENSITY ALTITUDE

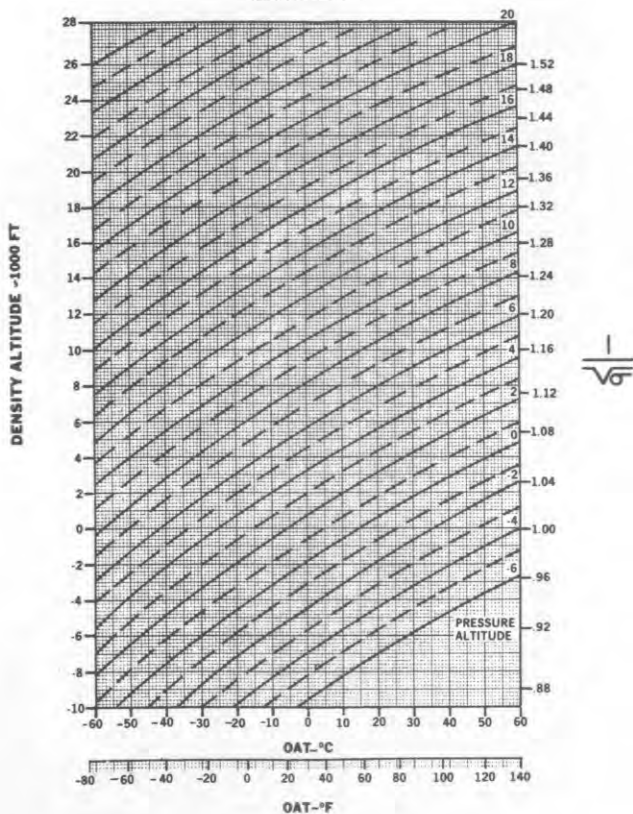


Figure PB-1. Density Altitude

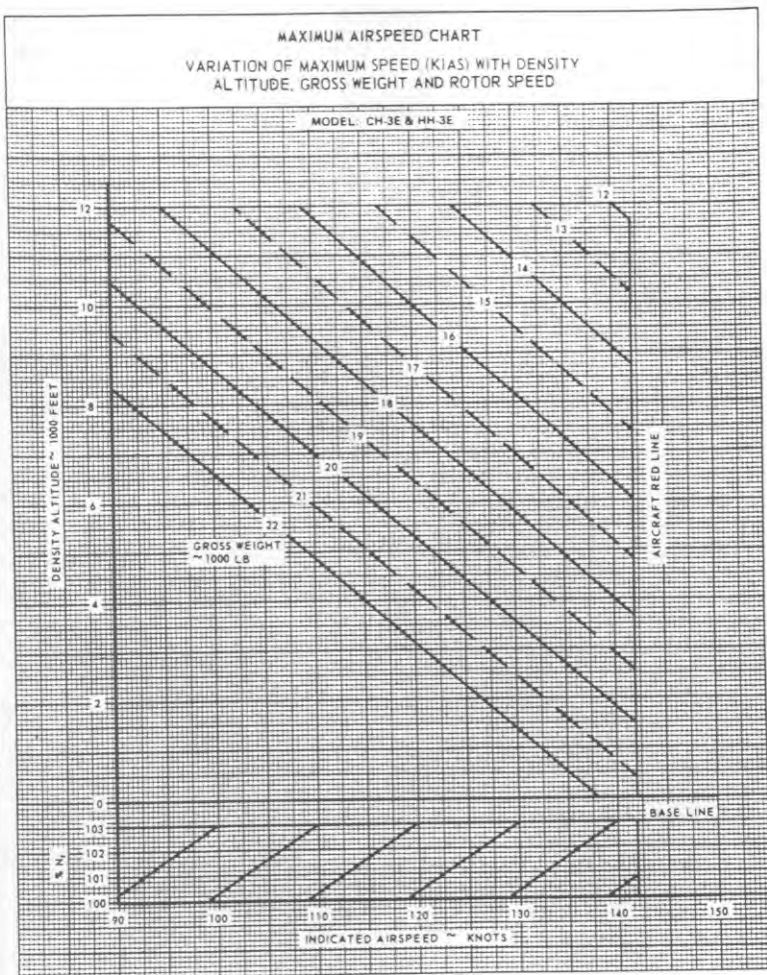


Figure PB-2. Maximum Airspeed Chart

**MAXIMUM POWER
AVAILABLE
ONE ENGINE**
MODEL
CH/HH-3EENGINE
T58-GE-100

DATE: 15 MAY 1985

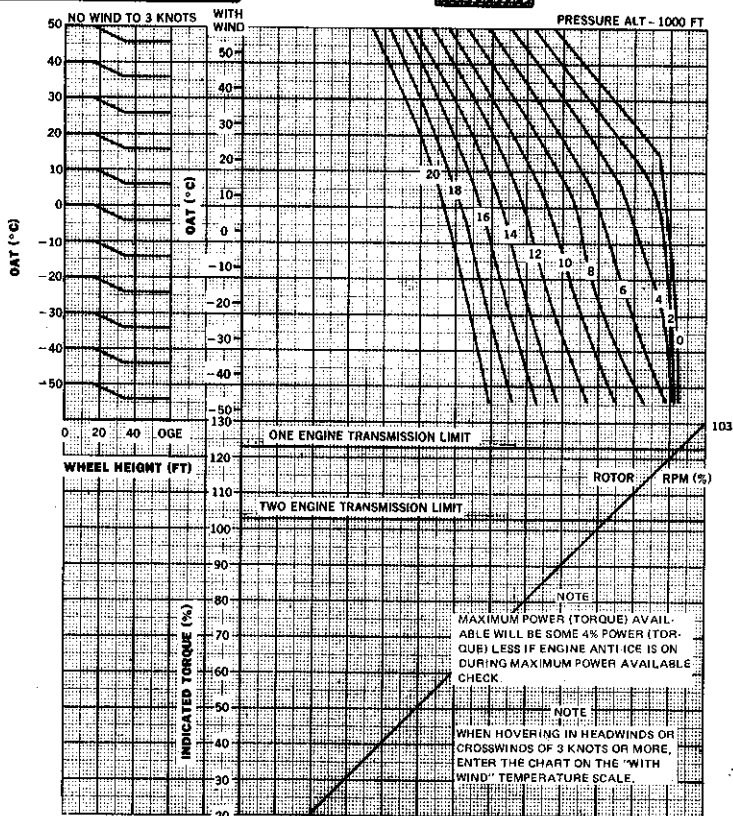
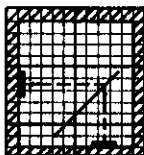

 CONDITIONS:
 HOVER ZERO WIND
 ZERO AIRSPEED
 FOD SHIELD ON OR OFF
 MAXIMUM POWER


Figure PB-3. Maximum Power Available-10 Minute Limit (One Engine)

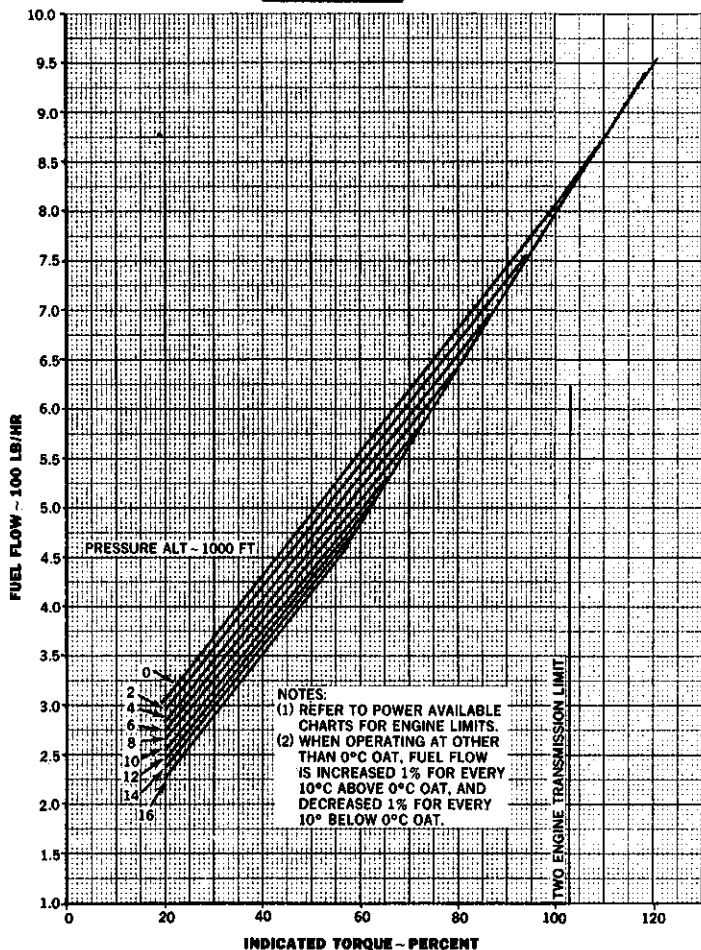
CONDITIONS:
 ZERO AIRSPEED
 FOD SHIELD ON OR OFF
 0°C OAT
 103% N_T
 DATE: 15 MAY 85



**INDICATED TORQUE
 VS FUEL FLOW**
 ONE ENGINE

MODEL
 CH/HH-3E

ENGINE
 T58-GE-100



S 91191 (B)

Figure PB-4. Indicated Torque vs. Fuel Flow (One Engine)

IF MAX NG LINE IS INTERCEPTED IN THE SHADED AREA,
TOPPING MUST BE ACCOMPLISHED AT SUFFICIENT ALTITUDE
TO PREVENT FUEL FLOW LIMITING

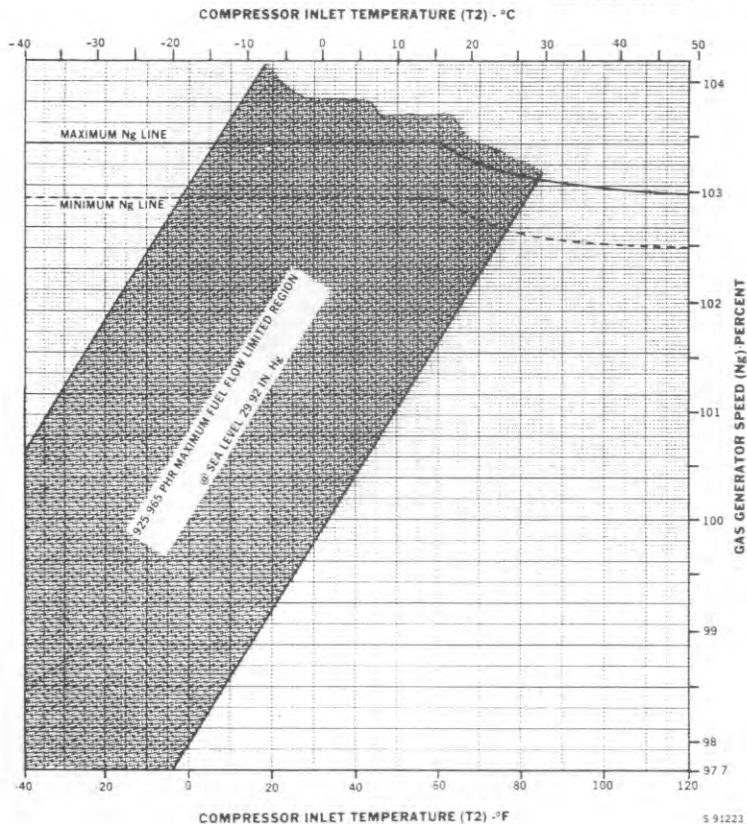
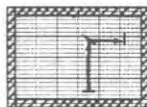


Figure PB-5. Topping Chart

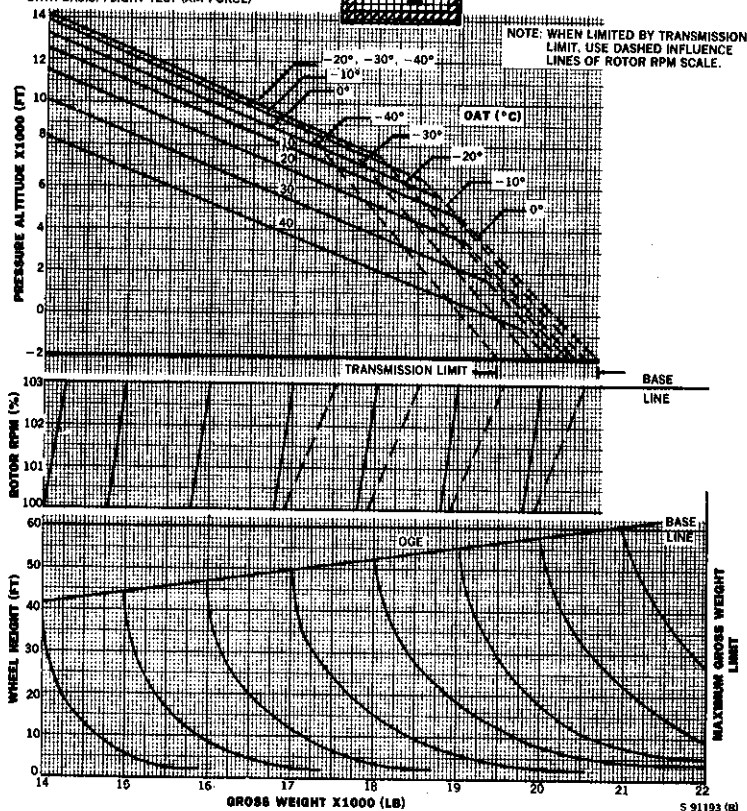
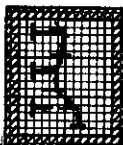
**MAXIMUM GROSS
WEIGHT FOR HOVERING**
TWO ENGINES
MODEL
CHHH-3EENGINE
T58-GE-100DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)CONDITIONS:
MAXIMUM POWER
ZERO AIRSPEED
FOD SHIELD ON OR OFF

Figure PB-6. Maximum Gross Weight for Hovering (Two Engines)

HEADWIND INFLUENCE ON MAXIMUM GROSS WEIGHT FOR HOVERING

TWO ENGINES

MODEL

CH/HH-3E

ENGINE

T58-GE-100

NOTE: WEIGHT CORRECTION FOR HEADWINDS LESS THAN 3 KNOTS IS NEGLIGIBLE

DATE: 15 MAY 1965
DATA BASIS: ESTIMATED

5 FT WHEEL CLEARANCE

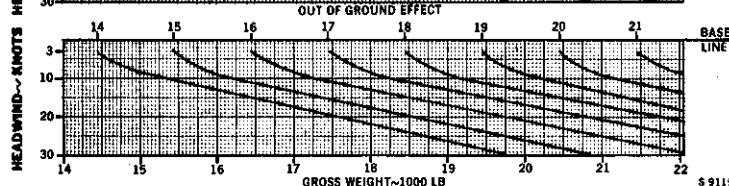
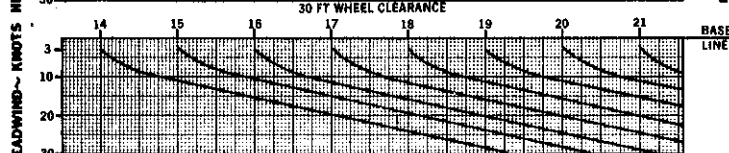
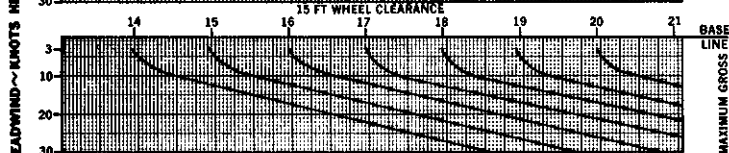
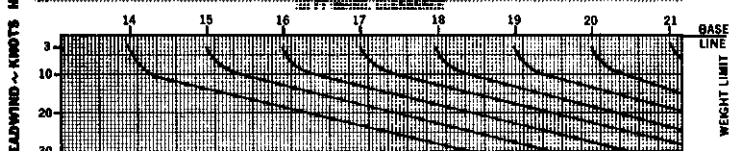
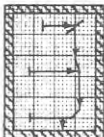


Figure PB-7. Headwind Influence on Maximum Gross Weight for Hovering (Two Engines)

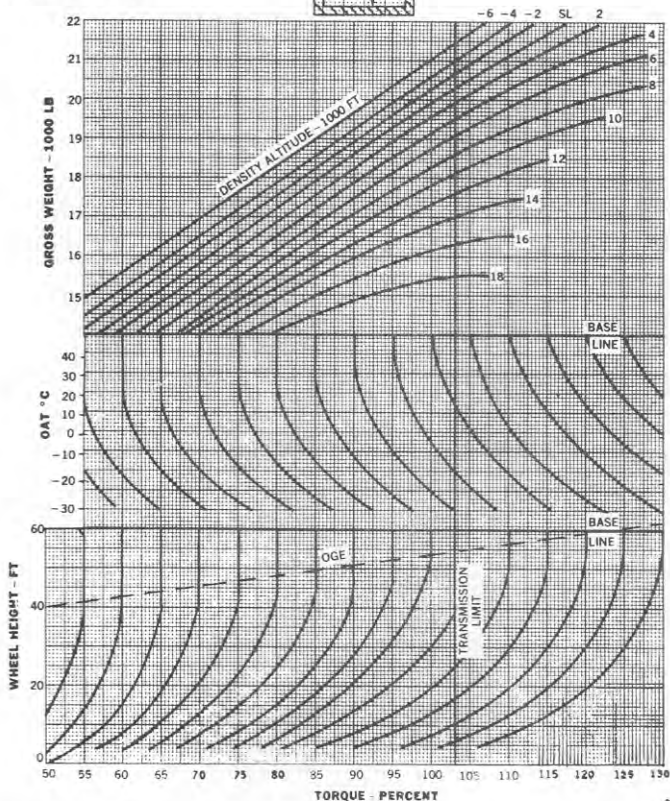
TORQUE REQUIRED TO HOVER

MODEL: CH/HH-3E TWO ENGINES
 ROTOR RPM 103 PERCENT ENGINE: T58-GE-100

DATE: 15 MAY 1985
 DATA BASIS: FLIGHT TEST



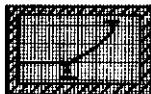
CONDITIONS:
 HOVER, ZERO AIRSPEED
 FOD SHIELD ON OR OFF



3 91196 (2)

Figure PB-8. Torque Required to Hover (Two Engines)

CONDITIONS:
HOVER WITH WIND

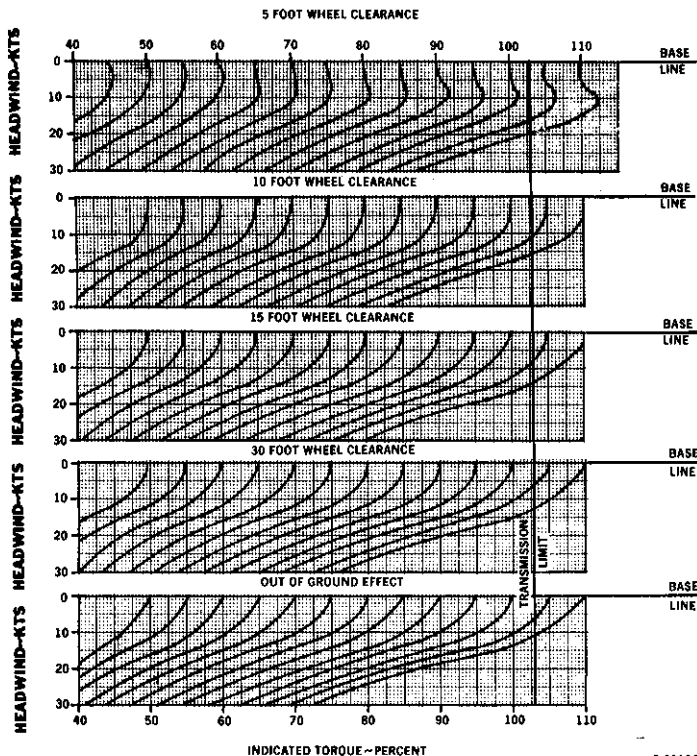


DATE: 15 MAY 1985
DATA BASIS: ESTIMATED

**HEADWIND INFLUENCE ON TORQUE
REQUIRED FOR HOVERING
TWO ENGINES**

MODEL
CH/HH-3E

ENGINE
T58-GE-100



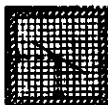
S 91196

*Figure PB-9. Headwind Influence on Torque Required for Hovering
(Two Engines)*

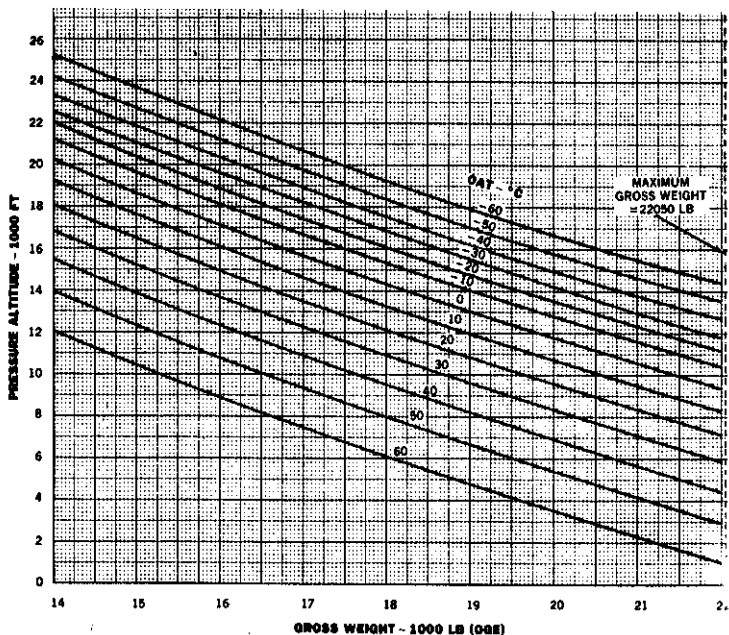
SERVICE CEILING**TWO ENGINES**MODEL
CH/MH-3EENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



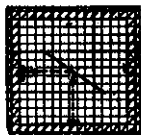
CONDITIONS:
 MAXIMUM CONTINUOUS POWER
 103% N₁
 BEST CLIMB SPEED
 FOD SHIELD ON OF OFF
 100 FT/MIN RATE OF CLIMB



S 91211 '88

Figure PB-10. Service Ceiling (Two Engines)

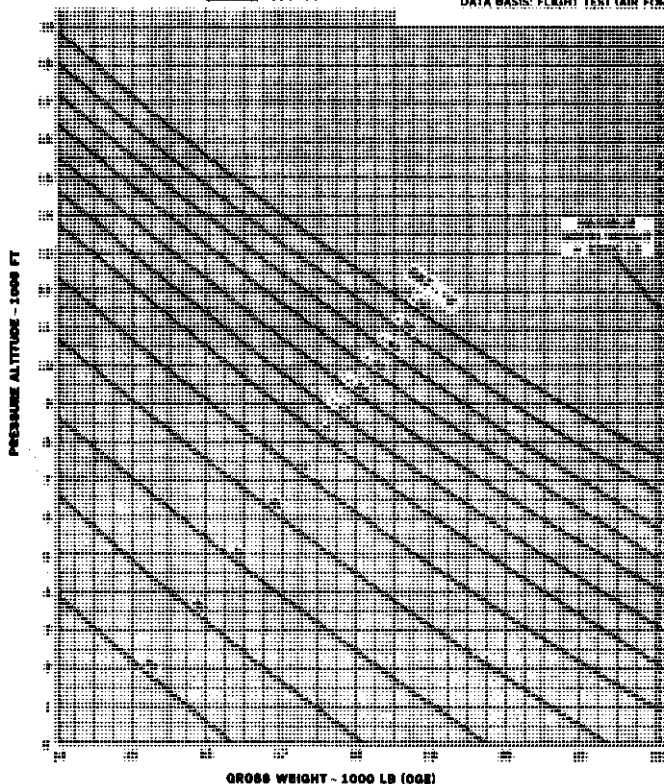
CONDITIONS:
MILITARY POWER
103% N_1
BEST CLIMB SPEED
FOD SHIELD ON OR OFF
100 FT/MIN RATE OF CLIMB

**SERVICE CEILING**

ONE ENGINE

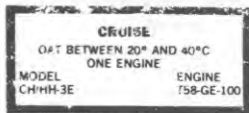
MODEL
CH/HH-3EENGINE
T58-GE-100

DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)

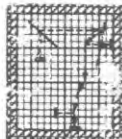


S 91212 (6)

Figure PB-11. Service Ceiling (One Engine)



DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)



CONDITIONS:
103% N₁
ZERO WIND
FOD SHIELD 0-1.2 G/F

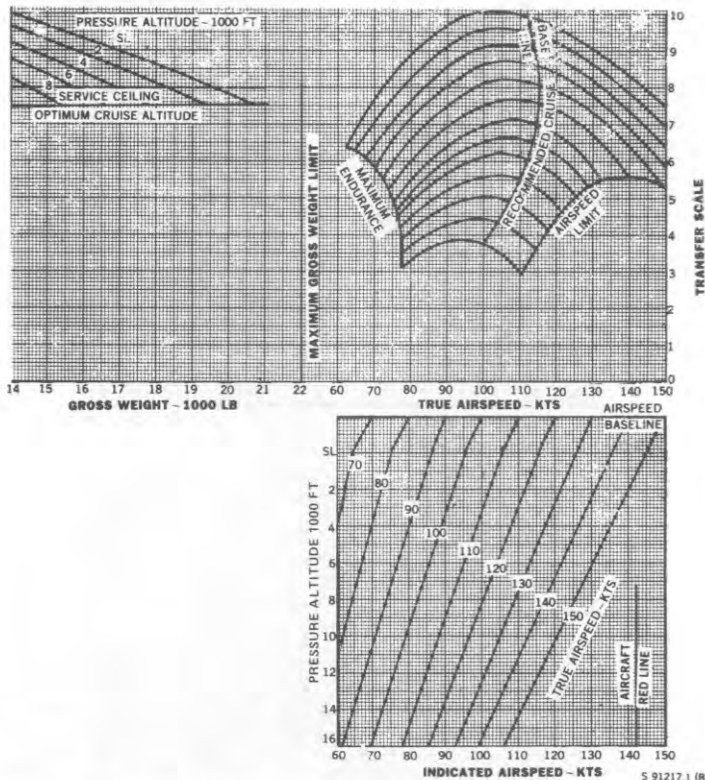


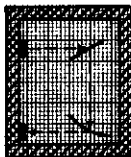
Figure PB-12. Cruise - OAT Between 20°C and 40°C (One Engine)
(Sheet 1 of 2)

CONDITIONS:

103% W/

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

OAT BETWEEN 20°C AND 40°C
ONE ENGINE

MODEL

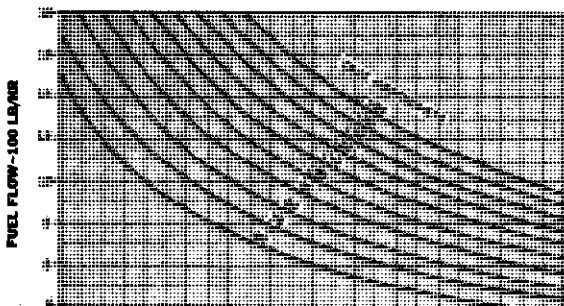
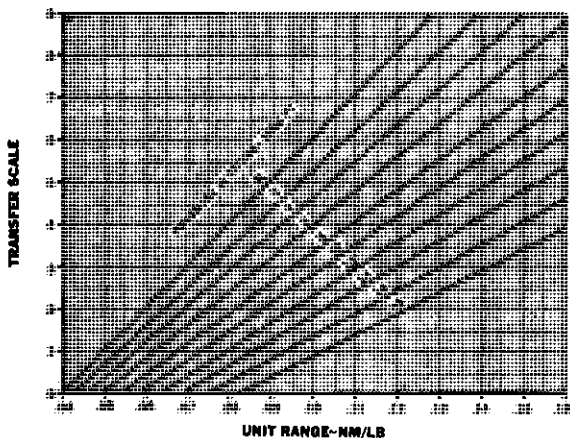
CH/HH-3E

ENGINE

T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



8 91217.2

Figure PB-12. Cruise - OAT Between 20°C and 40°C
(One Engine) (Sheet 2 of 2)

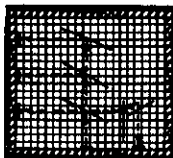
SINGLE ENGINE CAPABILITY

ONE ENGINE

MODEL
CNWH-3EENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



CONDITIONS:
70 KIAS
MILITARY POWER
103% N_1
FOD SHIELD
ON OR OFF
LANDING GEAR UP

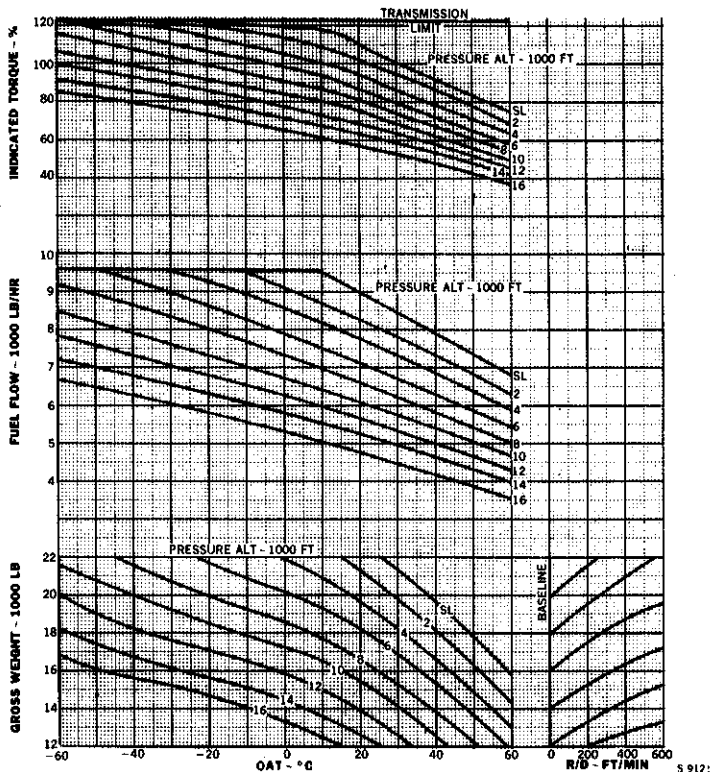


Figure PB-13. Single Engine Capability (One Engine)

**DISTANCE TO CLEAR 50
FOOT OBSTACLE-SLING
LOAD TAKEOFF**

MODEL
CH/HH 3E

ENGINE
T58 GE 100

DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)



CONDITIONS:
FOD SHIELD ON OR OFF
MAXIMUM POWER
TECHNIQUE 1 LEVEL
ACCELERATION FROM
A 15 FT WHEEL HEIGHT
103% N₁

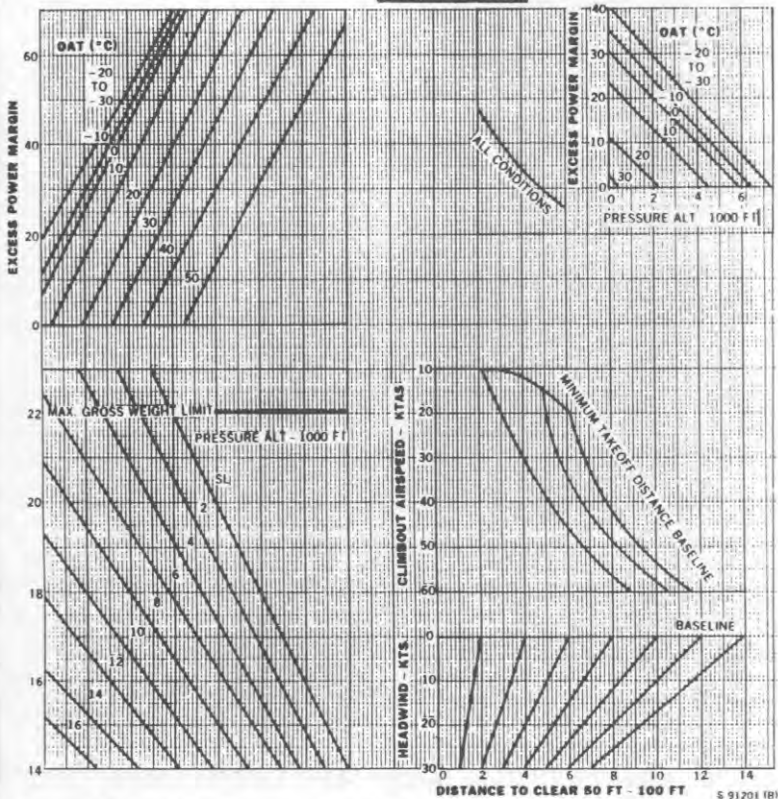


Figure PB-16. Distance to Clear 50-Foot Obstacle-Sling Load Takeoff - Two Engines

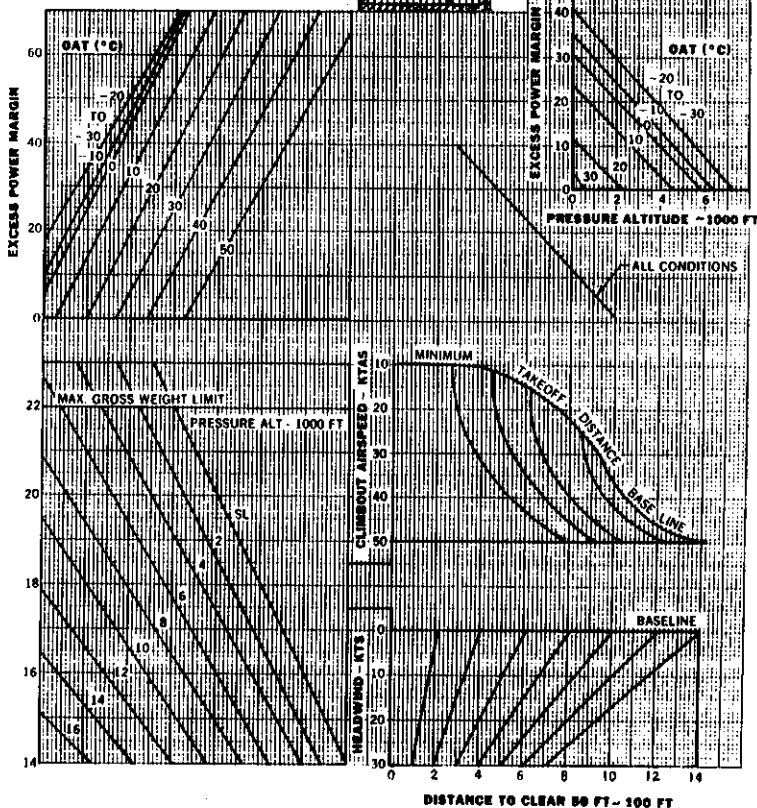
**DISTANCE TO CLEAR 50 FOOT
OBSTACLE - WATER TAKEOFF**

TWO ENGINES
MODEL CH/HH 3E ENGINE T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)

CONDITIONS:
FOD SHIELD ON OR OFF
MAXIMUM POWER
TECHNIQUE: LEVEL
ACCELERATION
FROM WATER
103% N₁



S 91702 (0)

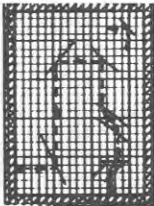
Figure PB-17. Distance to Clear 50-Foot Obstacle - Water Takeoff - Two Engines

**DISTANCE TO CLEAR 50
FOOT OBSTACLE -
ROLLING TAKEOFF**
TWO ENGINES

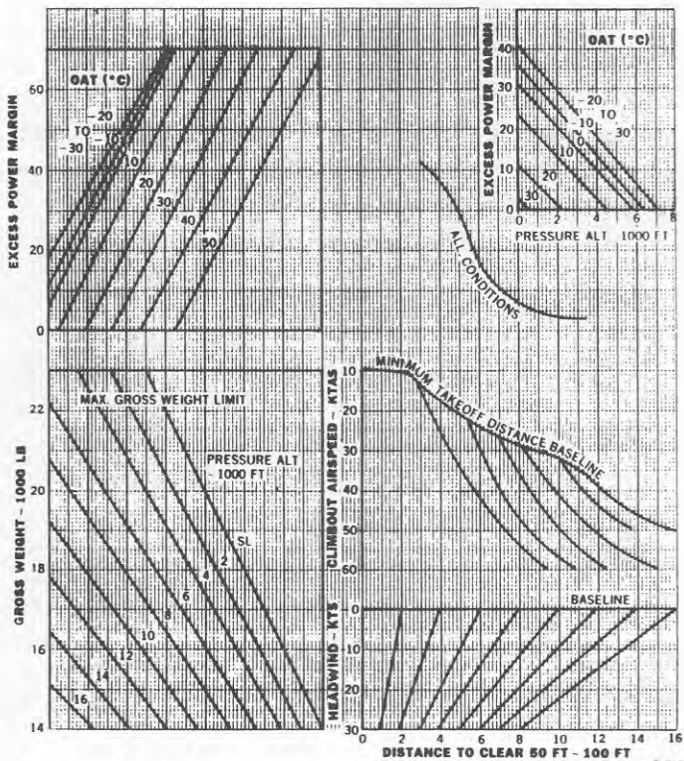
MODEL
CH/HH-3E

ENGINE
T58-GE-100

DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)



CONDITIONS:
FOD SHIELD ON OR OFF
MAXIMUM POWER
TECHNIQUE: ROLLING
103% N_r



5 91203 (B)

Figure PB-18. Distance to Clear 50-Foot Obstacle - Rolling Takeoff - Two Engines

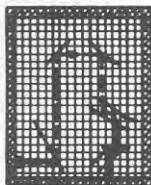
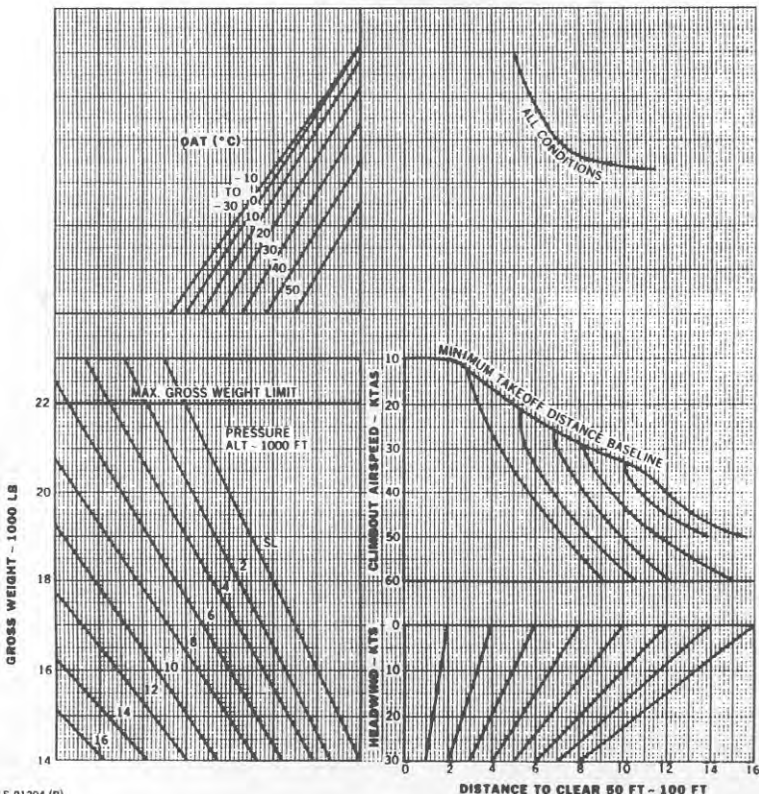
**DISTANCE TO CLEAR 50 FOOT
OBSTACLE-ROLLING TAKEOFF**

ONE ENGINE

MODEL
CH/HH-3EENGINE
T58-GE-100

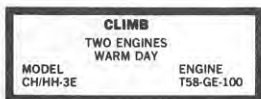
DATE: 15 MAY 1985

DAT BASIS: FLIGHT TEST (AIR FORCE)

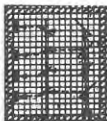

 CONDITIONS:
 FOD SHIELD ON OR OFF
 MAXIMUM POWER
 TECHNIQUE: ROLLING
 103% N_1


S 91204 (B)

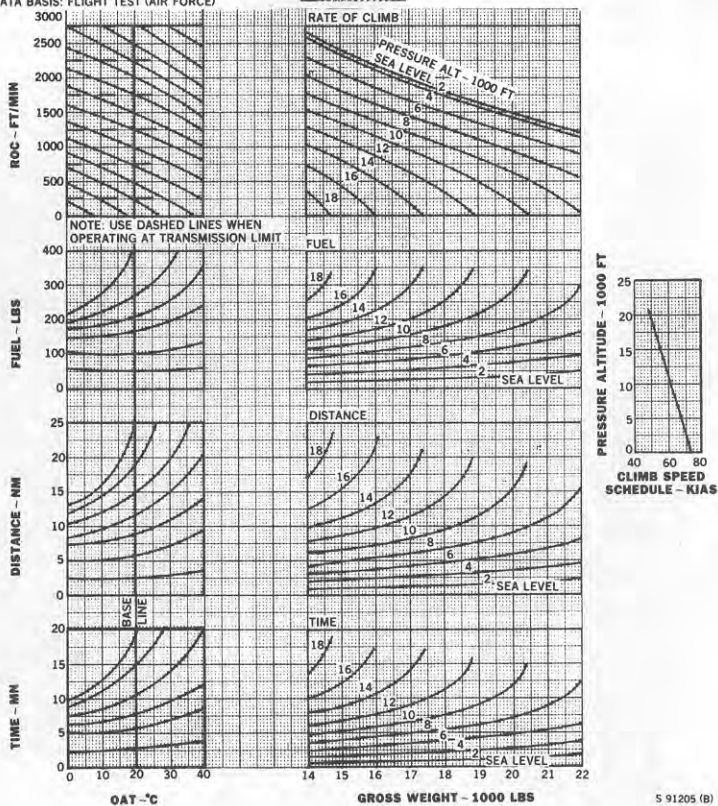
Figure PB-19. Distance to Clear 50-Foot Obstacle - Rolling Takeoff -
One Engine



DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)

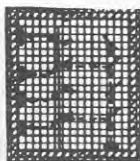


CONDITIONS:
103% N_r
MILITARY POWER
WARMUP AND TAKEOFF
FUEL NOT INCLUDED
ZERO WIND
FOO SHIELD ON OR OFF



S 91205 (B)

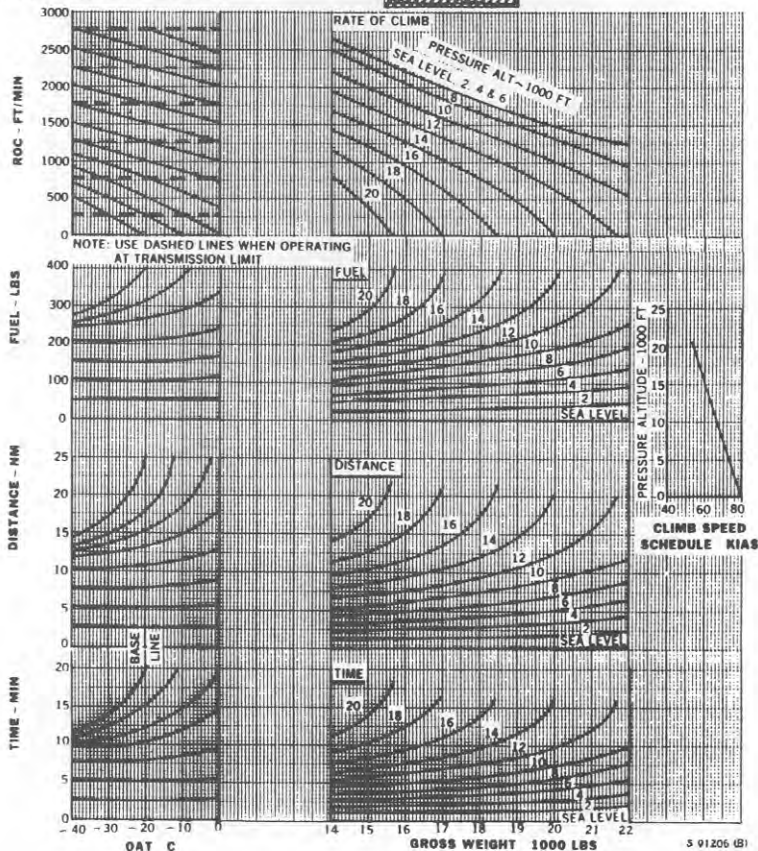
Figure PB-20. Climb - Two Engines - Warm Day - Military Power

CLIMBTWO ENGINES
COLD DAYMODEL
CHVHH-3EENGINE
T58 GE 100

CONDITIONS:
103% N.
MILITARY POWER
WARMUP AND TAKEOFF
FUEL NOT INCLUDED
ZERO WIND
FOD SHIELD ON OR OFF

DATE: 15 MAY 1985

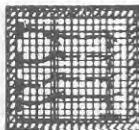
DATA BASIS: FLIGHT TEST (AIR FORCE)



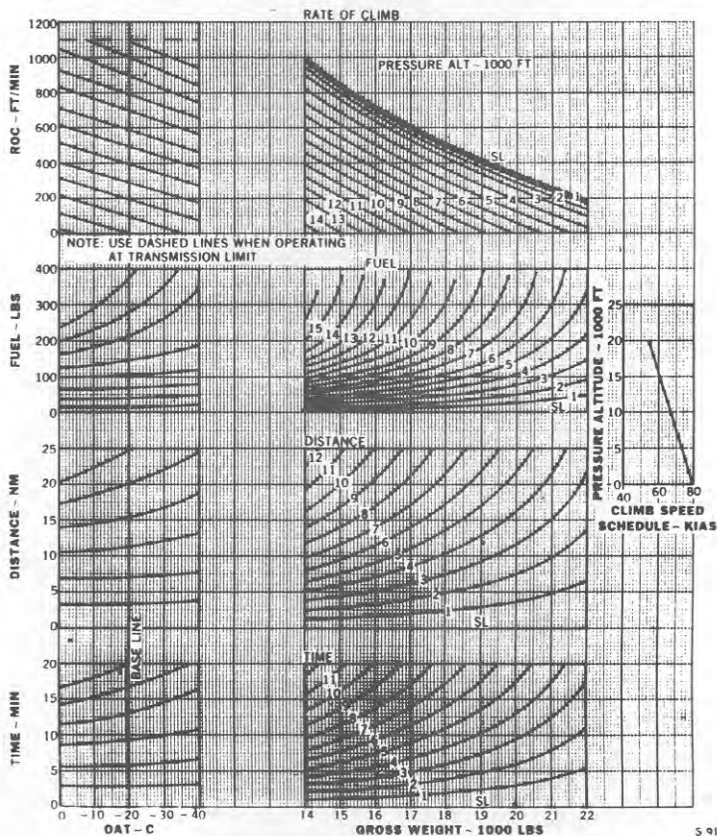
CLIMB
ONE ENGINE
COLD DAY

MODEL CH/HH-3E ENGINE T58-GE-100

DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)



CONDITIONS:
103% N₁
MILITARY POWER
WARMUP AND TAKEOFF
FUEL NOT INCLUDED
ZERO WIND
FOD SHIELD ON OR OFF



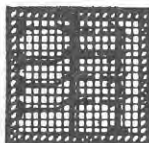
S 91208 (B)

Figure PB-23. Climb - One Engine - Cold Day

CLIMBTWO ENGINES
WARM DAYMODEL
CH/HH-3EENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



CONDITIONS
103% N
MAXIMUM CONTINUOUS POWER
WARMUP AND TAKEOFF
FUEL NOT INCLUDED
ZERO WIND
FOD SHIELD ON OR OFF
TRANSMISSION LIMIT IS
30 MIN AT 103% Q

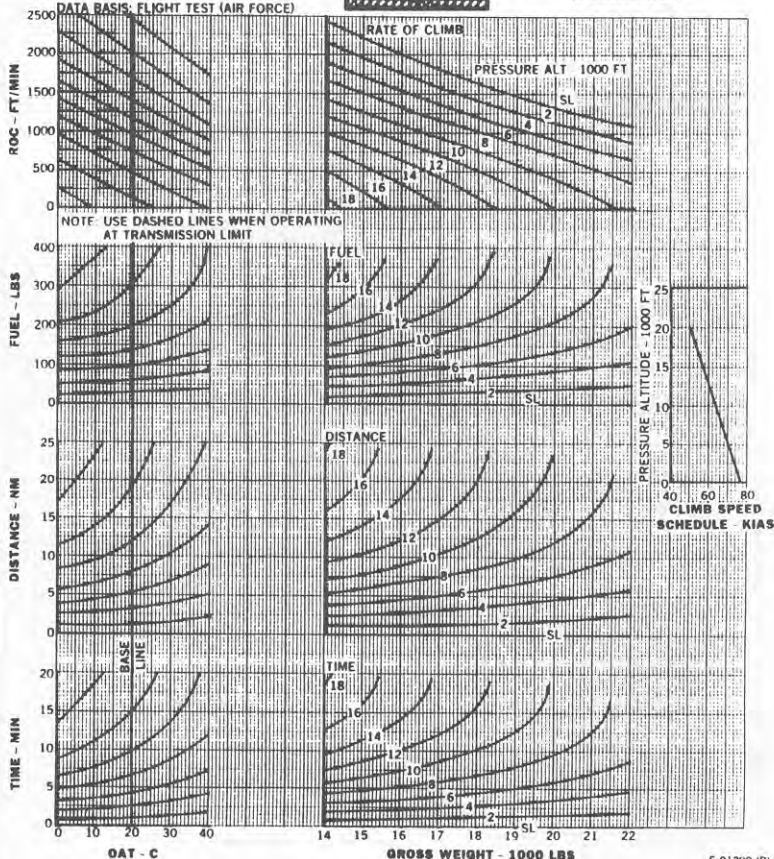
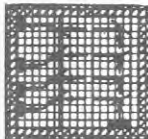


Figure PB-24. Climb - Two Engines - Warm Day -
Maximum Continuous Power

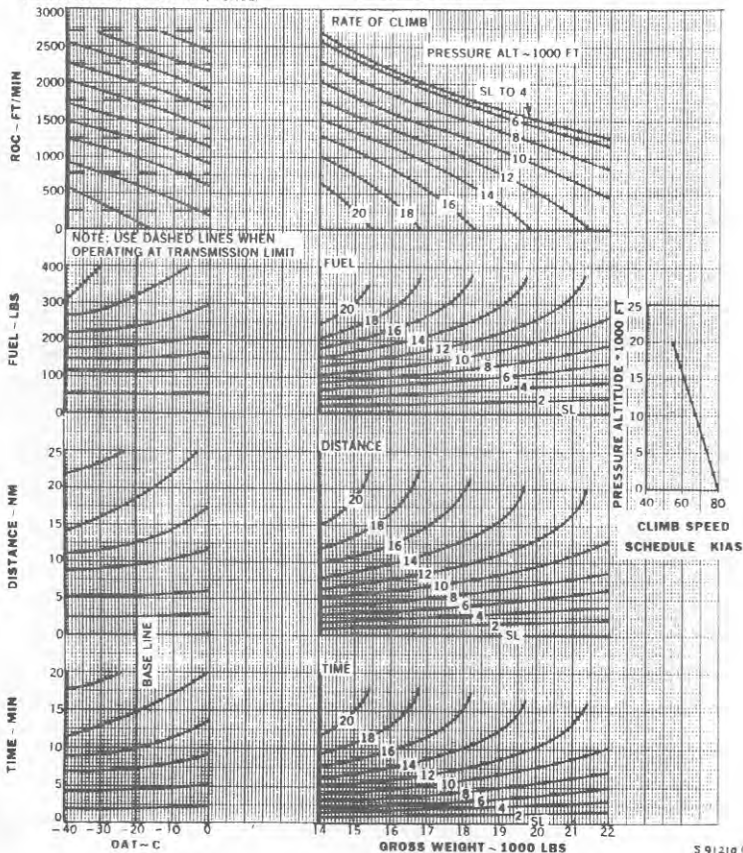
CLIMBTWO ENGINES
COLD DAYMODEL
CH/HH 3EENGINE
T58 GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)

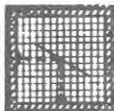
**CONDITIONS:**

103% N_1
 MAXIMUM CONTINUOUS POWER
 WARMUP AND TAKEOFF
 FUEL NOT INCLUDED
 ZERO WIND
 FOD SHIELD ON OR OFF
 TRANSMISSION LIMIT IS
 30 MIN AT 103% Q



S 91210 (g)

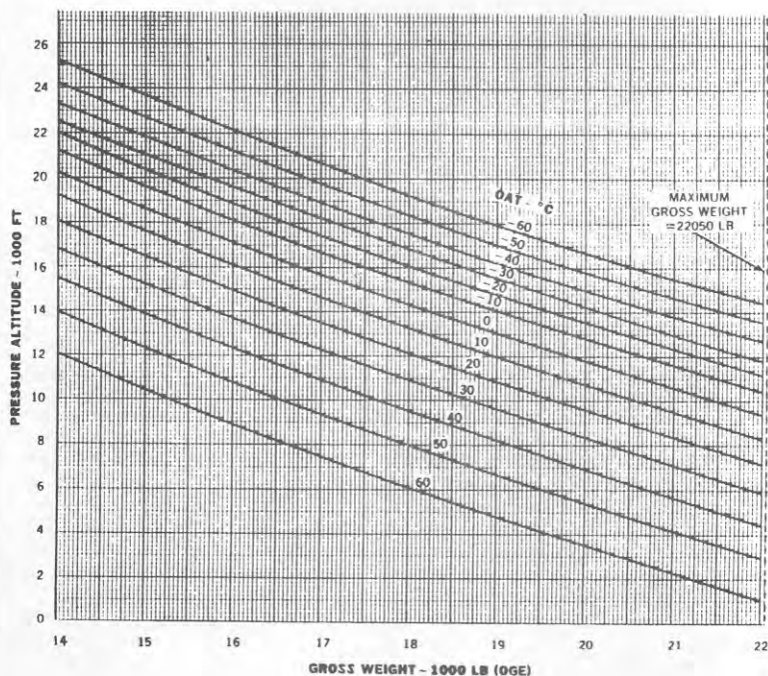
Figure PB-25. Climb - Two Engines - Cold Day - Continuous Power

SERVICE CEILING**TWO ENGINES**MODEL
CH/HH-3EENGINE
T58-GE-100

CONDITIONS:
 MAXIMUM CONTINUOUS POWER
 103% N_1
 BEST CLIMB SPEED
 FOD SHIELD ON OF OFF
 100 FT/MIN RATE OF CLIMB

DATE: 15 MAY 1985

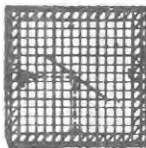
DATA BASIS: FLIGHT TEST (AIR FORCE)



S 91211 (B)

Figure PB-26. Service Ceiling - Two Engines

CONDITIONS:
 MILITARY POWER
 03% N_1
 BEST CLIMB SPEED
 DOD SHIELD ON OR OFF
 100 FT/MIN RATE OF CLIMB

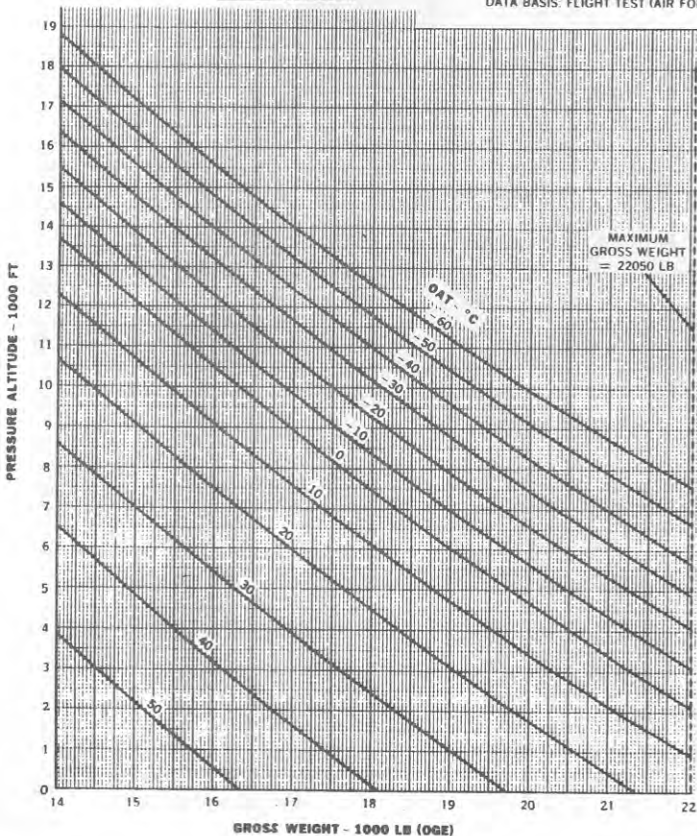
**SERVICE CEILING**

ONE ENGINE

MODEL
CH/HH-3EENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



S 91212 (B)

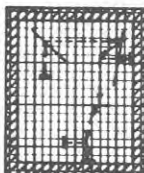
Figure PB-27. Service Ceiling - One Engine

CRUISE

OAT BETWEEN 20° AND 40°C
TWO ENGINES

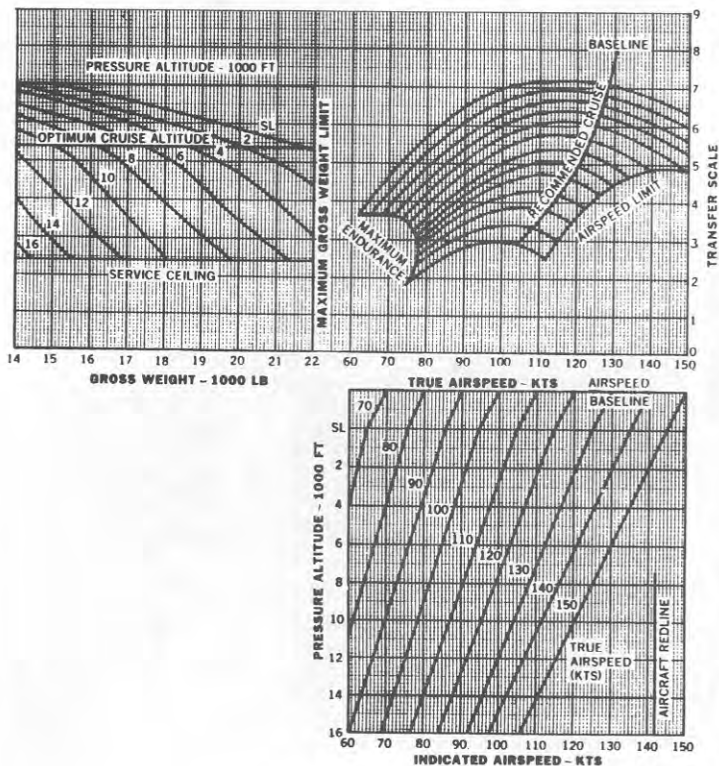
MODEL
CH/HH-3E

ENGINE
T58-GE-100



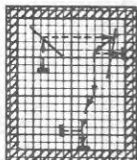
CONDITIONS:
103% N_F
ZERO WIND
FOD SHIELD ON OR OFF

DATE 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)



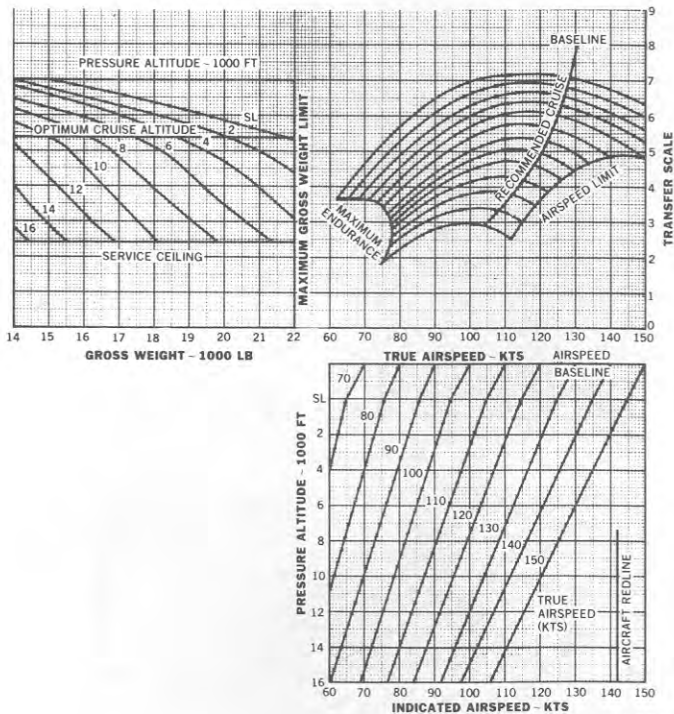
5 91213.1 (B)

Figure PB-28. Cruise - OAT Between 20° and 40°C - Two Engines

CRUISEOAT BETWEEN 20° AND 40°C
TWO ENGINESMODEL
CH/HH-3EENGINE
T58-GE-100

CONDITIONS:
103% N_F
ZERO WIND
FOD SHIELD ON OR OFF

DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)



S 91213 1 (B)

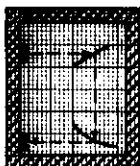
Figure PB-29. Cruise - OAT Between 20° and 40° C - Two Engines

CONDITIONS:

100% P_{H_2}

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

OAT BETWEEN 20° C AND 40° C

TWO ENGINES

MODEL

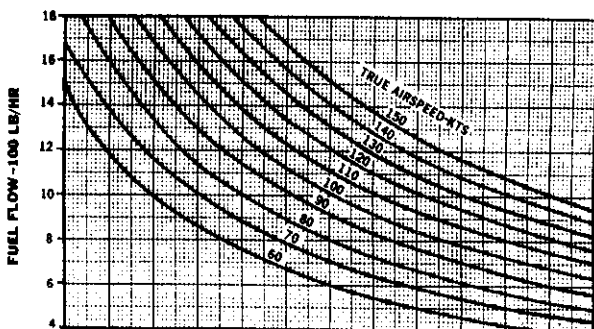
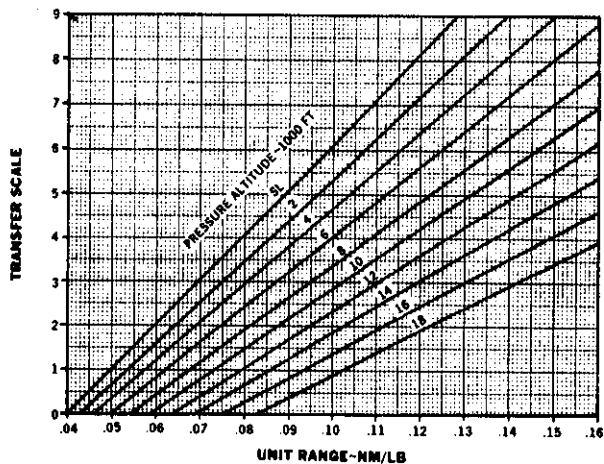
CH/HH-3E

ENGINE

T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



S 91213.2

Figure PB-30. Cruise - OAT Between 20° and 40° C - Two Engines

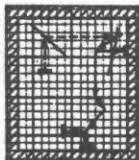
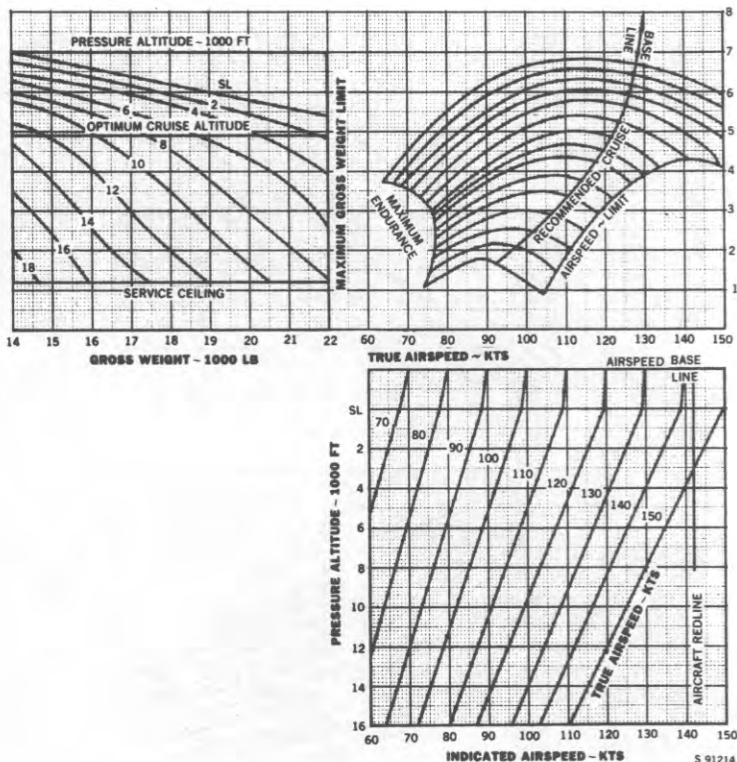
CRUISEOAT BETWEEN 0°C ND 20°C
TWO ENGINESMODEL
CH/HH-3EENGINE
T58-GE-100DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (AIR FORCE)CONDITIONS:
103% N₁
ZERO WIND
FOD SHIELD ON OR OFF

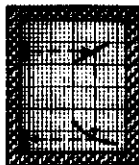
Figure PB-31. Cruise - OAT Between 0°C and 20°C - Two Engines

CONDITIONS:

103% HP

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

OAT BETWEEN 0°C AND 20°C
TWO ENGINES

MODEL

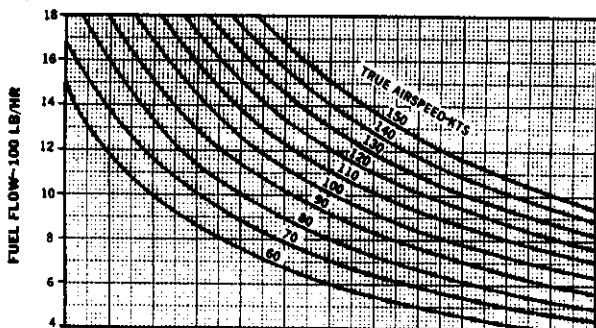
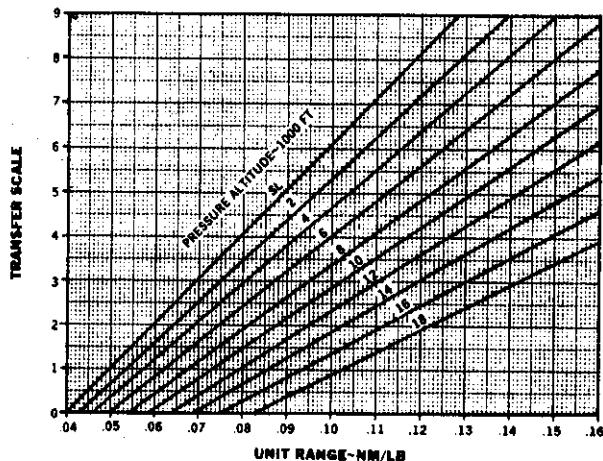
CH/HH-3E

ENGINE

T58-GE-100

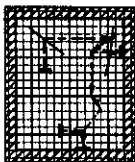
DATE: 15 MAY 1965

DATA BASIS: FLIGHT TEST (AIR FORCE)



5 91214.2

Figure PB-32. Cruise --OAT Between 0°C and 20°C - Two Engines

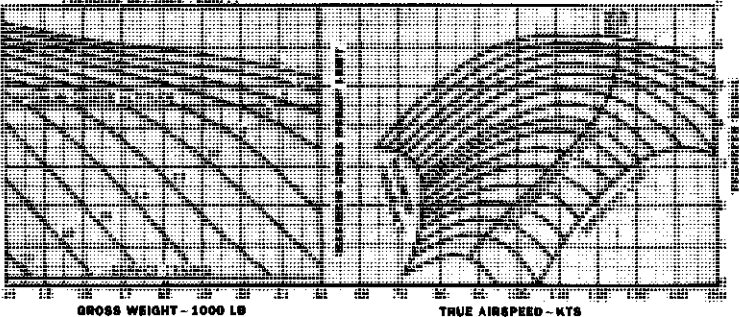
CRUISEOAT BETWEEN -20° AND 0°C
TWO ENGINESMODEL
CH/HH-3EENGINE
T58-GE-100

CONDITIONS:
103% N_1
ZERO WIND
FOD SHIELD ON OR OFF

DATE: 15 MAY 1985

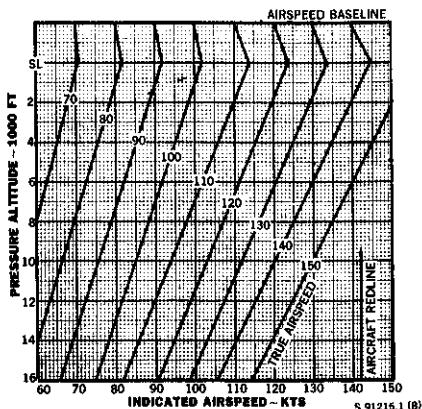
DATA BASIS: FLIGHT TEST (AIR FORCE)

PRESSURE ALTITUDE - 1000 FT



GROSS WEIGHT - 1000 LB

TRUE AIRSPEED - KTS



INDICATED AIRSPEED - KTS

S 91215.1 (B)

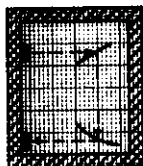
Figure PB-33. Cruise - OAT Between -20° and 0°C - Two Engines

CONDITIONS:

103% M_T

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

OAT BETWEEN -20°C AND 0°C
TWO ENGINES

MODEL
CH/HH-3E

ENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)

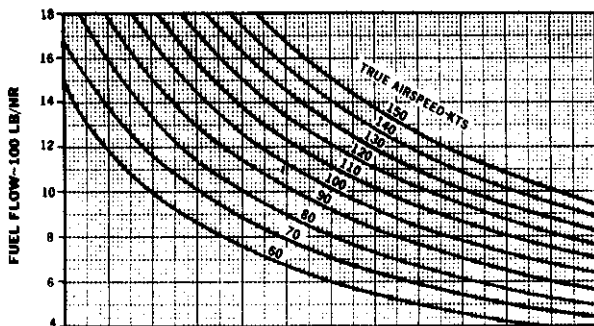
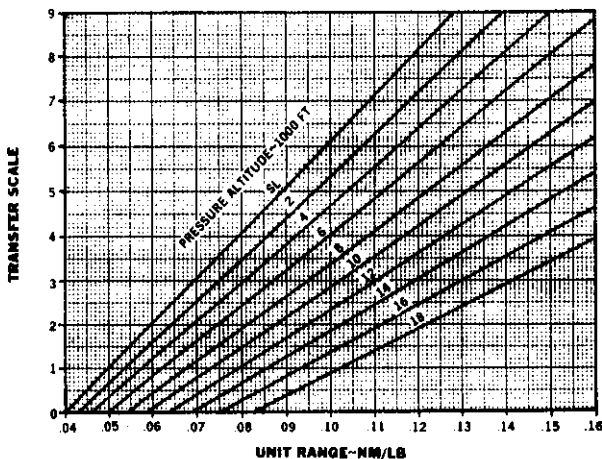
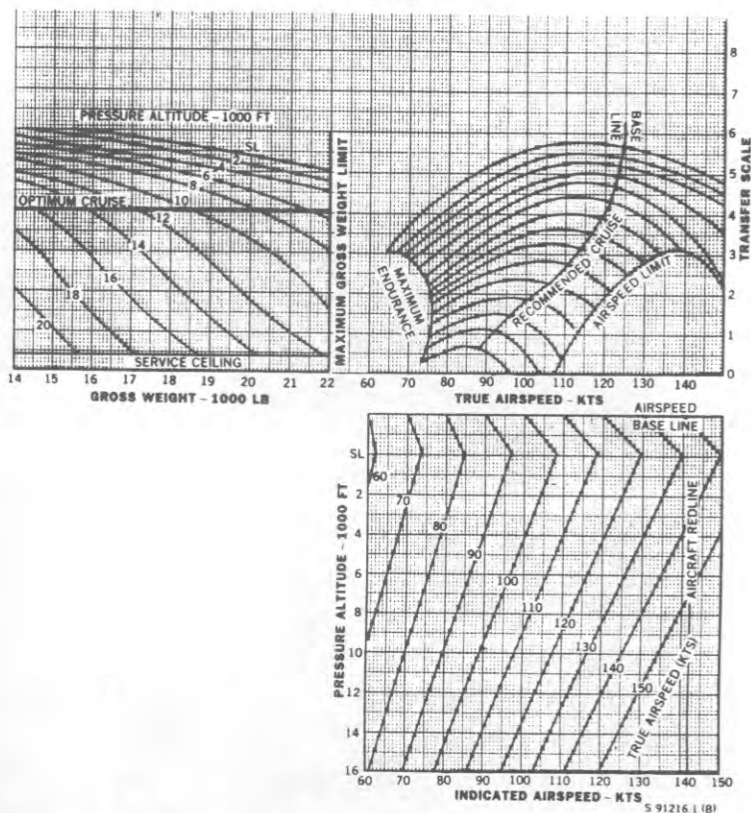


Figure PB-34. Cruise - OAT Between -20° and 0°C - Two Engines

CRUISEOAT BETWEEN -40° AND -20°C
TWO ENGINESMODEL
CMHH-3EENGINE
T58-GE-100CONDITIONS:
103% N_1
ZERO WIND
FOD SHIELD ON OR OFF

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)

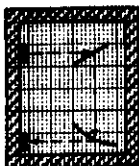
Figure PB-35. Cruise - OAT Between -40° and -20°C - Two Engines

CONDITIONS:

103% N₁

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

OAT BETWEEN -40°C AND -20°C

TWO ENGINES

MODEL

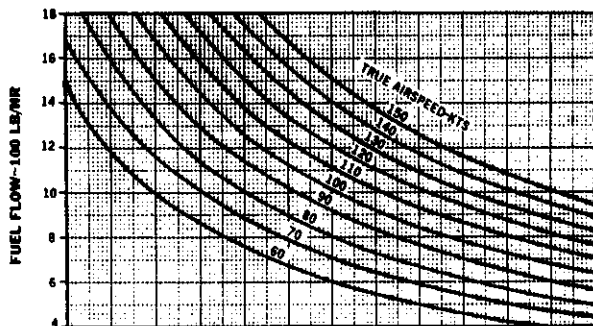
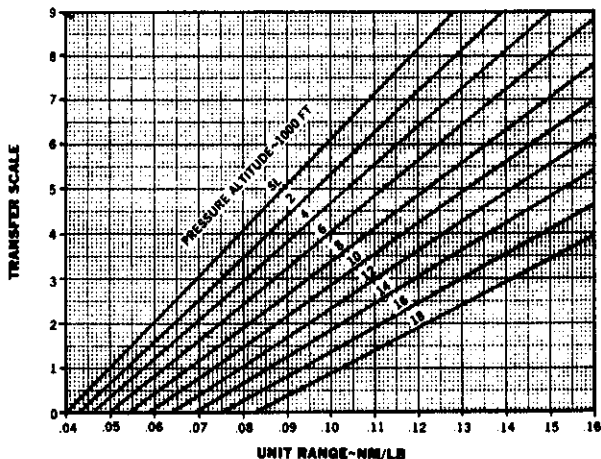
CH/HH-3E

ENGINE

T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



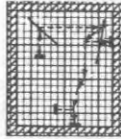
591210.2

Figure PB-36. Cruise - OAT Between -40°C and -20°C - Two Engines

CRUISEOAT BETWEEN 20° AND 40°C
ONE ENGINEMODEL
CH/HH-3EENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



CONDITIONS:

103% N_f

ZERO WIND

FOD SHIELD ON OR OFF

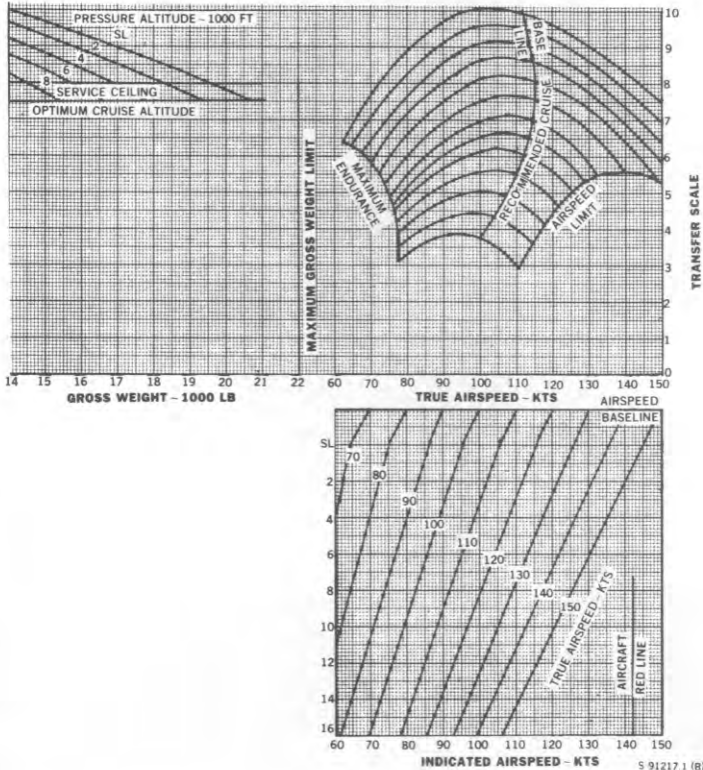


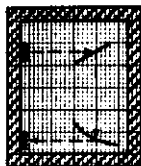
Figure PB-37. Cruise - OAT Between 20° and 40°C - One Engine

CONDITIONS:

100% N₂

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

OAT BETWEEN 20°C AND 40°C
ONE ENGINE

MODEL

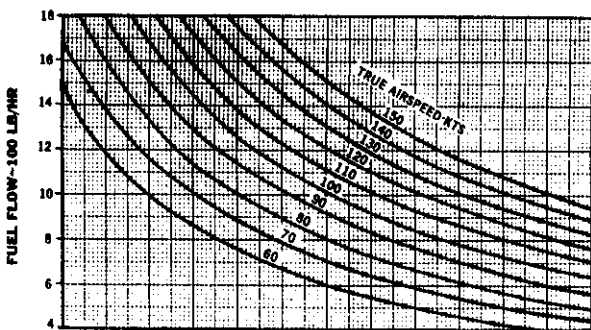
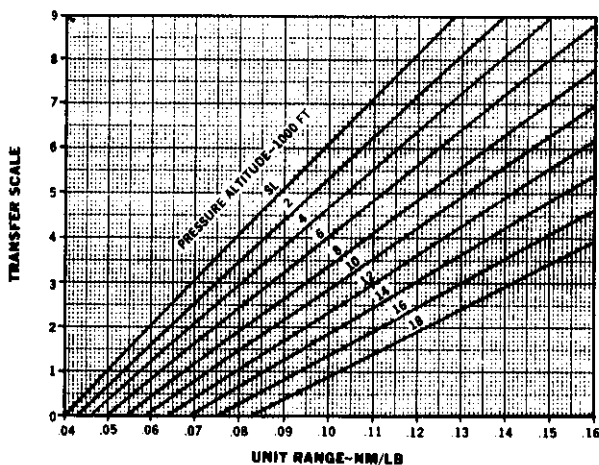
CH/HH-3E

ENGINE

T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



9 91217 2

Figure PB-38. Cruise - OAT Between 20°C and 40°C - One Engine

CRUISEOAT BETWEEN -40° AND 20° C
ONE ENGINEMODEL
CH/MH-3EENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)

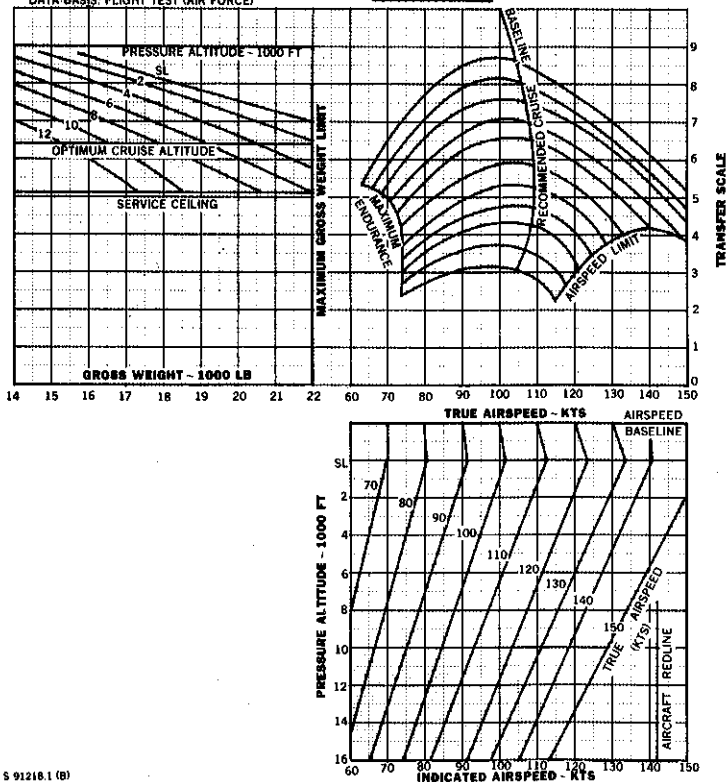


CONDITIONS:

103% N_1

ZERO WIND

FOD SHIELD ON OR OFF



S 91218.1 (B)

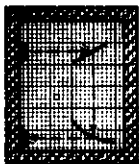
Figure PB-39. Cruise - OAT Between -40° and 20° C - One Engine

CONDITIONS:

103% N₂

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

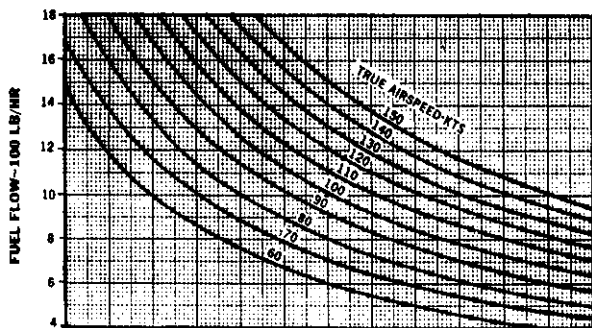
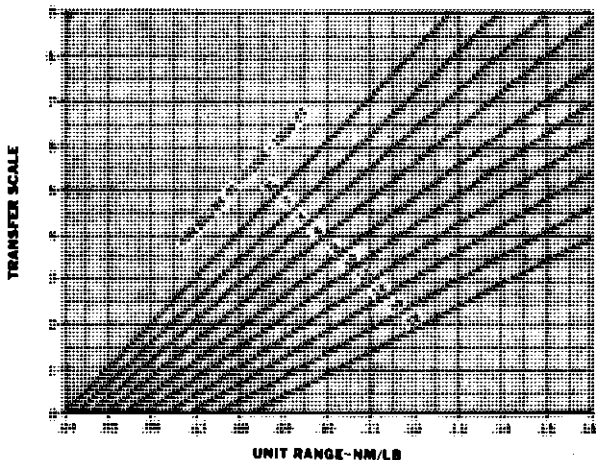
OAT BETWEEN -40°C AND 20°C
ONE ENGINE

MODEL
CH/HH-3E

ENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



SINGLE ENGINE CAPABILITY
ONE ENGINE

 MODEL
 CH/HH-3E

 ENGINE
 T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)

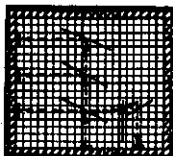
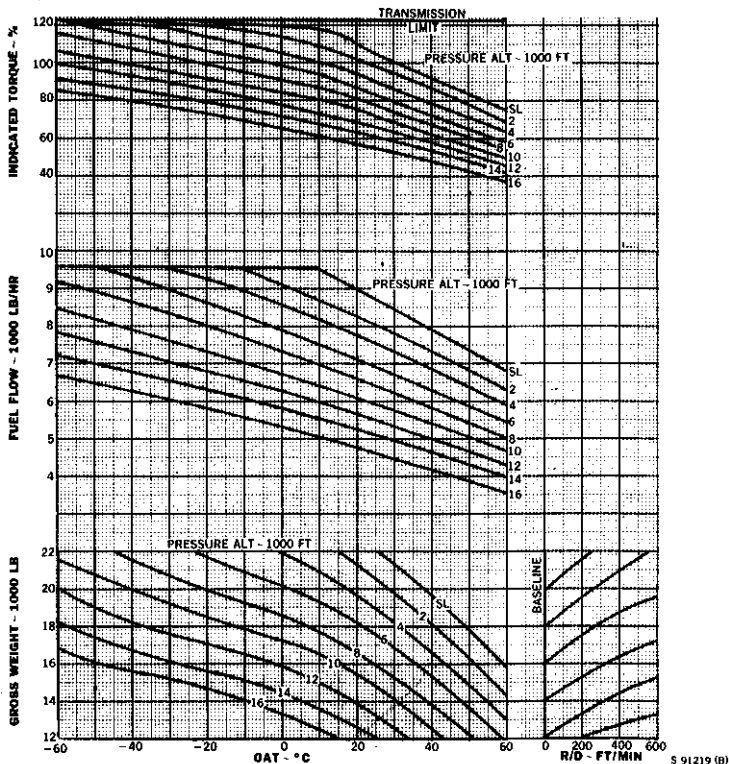
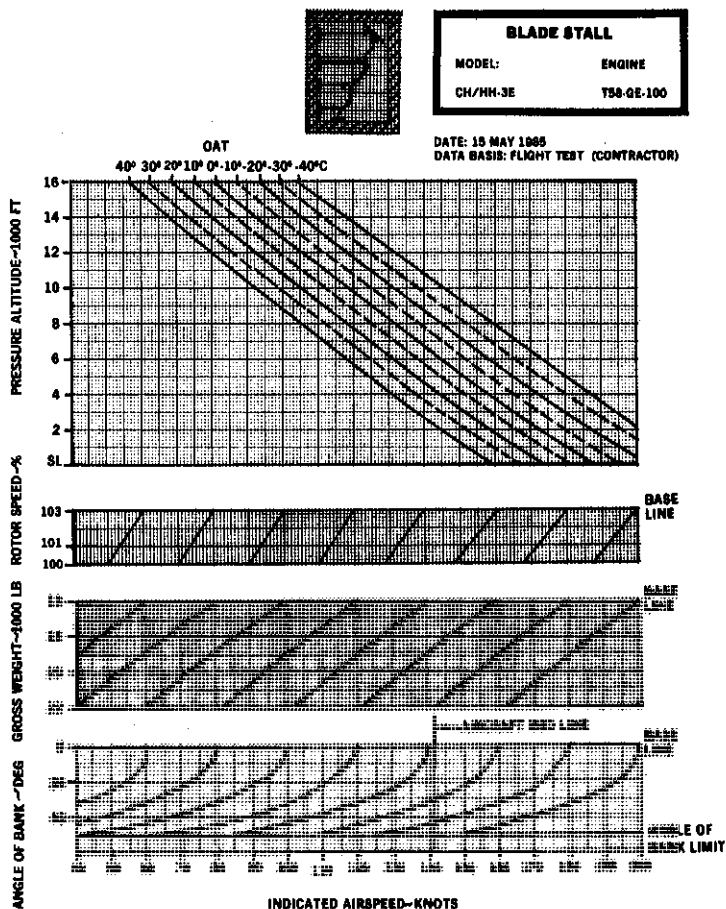

 CONDITIONS:
 70 KIAS
 MILITARY POWER
 103% N₂
 FOO SHIELD
 ON OR OFF
 LANDING GEAR UP


Figure PB-41: Single Engine Capability - One Engine



8 91220

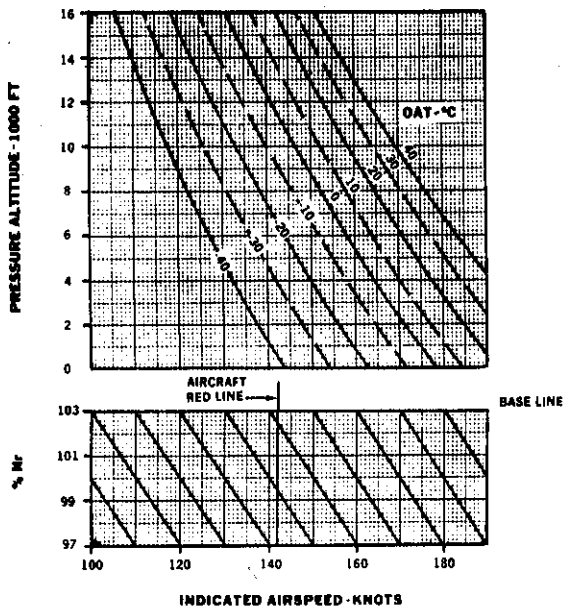
Figure PB-42. Blade Stall

CONDITIONS:
UNACCELERATED
LEVEL FLIGHT
TIP MACH = 0.895

**BLADE TIP MACH**

MODELS
CH-3E & HH-3E

DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST
(CONTRACTOR)



MAXIMUM AIRSPEED CHART
VARIATION OF MAXIMUM LEVEL FLIGHT
AIRSPEED WITH ALTITUDE GROSS WEIGHT, AND
ROTOR SPEED

STANDARD DAY
 T58-GE-100 ENGINES
 MODEL: CH-53E & HH-8E

DATE: 15 MAY 1988
 DATA BASIS: FLIGHT TEST (AIR FORCE)

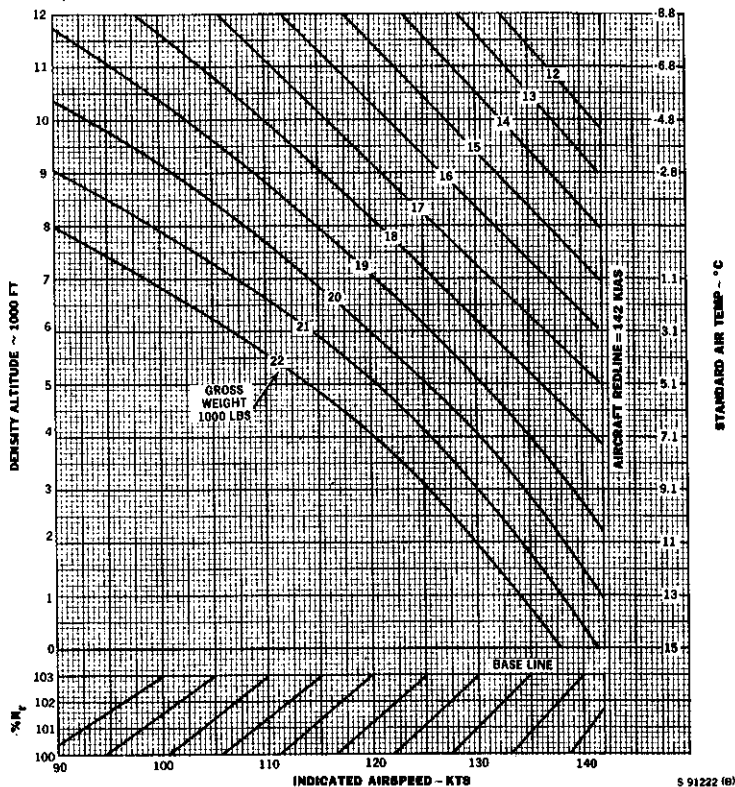


Figure PB-44. Maximum Airspeed Chart

IF MAX NG LINE IS INTERCEPTED IN THE SHADED AREA,
TOPPING MUST BE ACCOMPLISHED AT SUFFICIENT ALTITUDE
TO PREVENT FUEL FLOW LIMITING

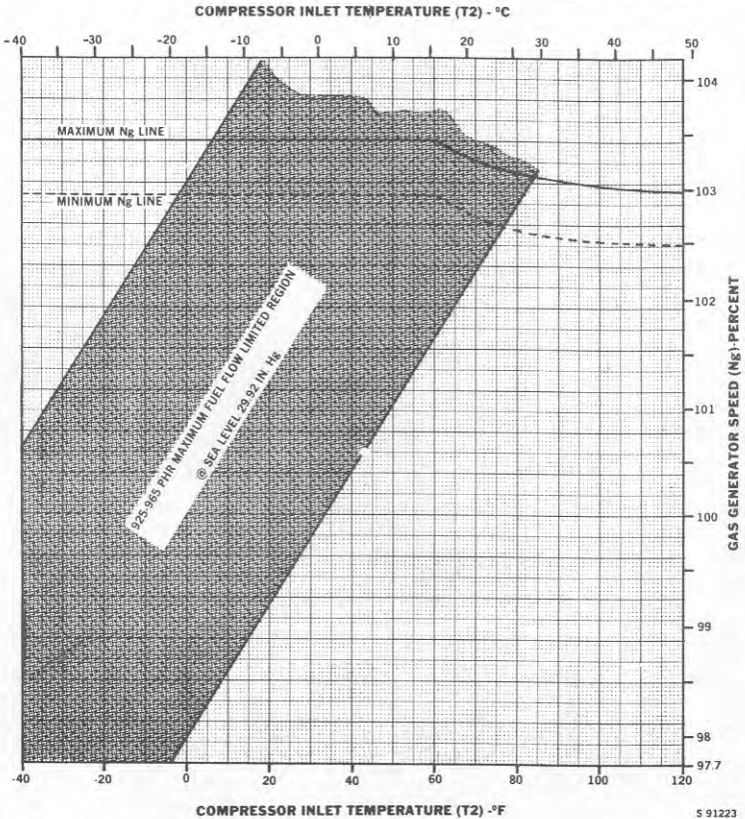
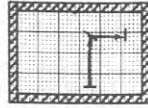


Figure PB-45. Topping Chart (T58-100 Engines)