

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

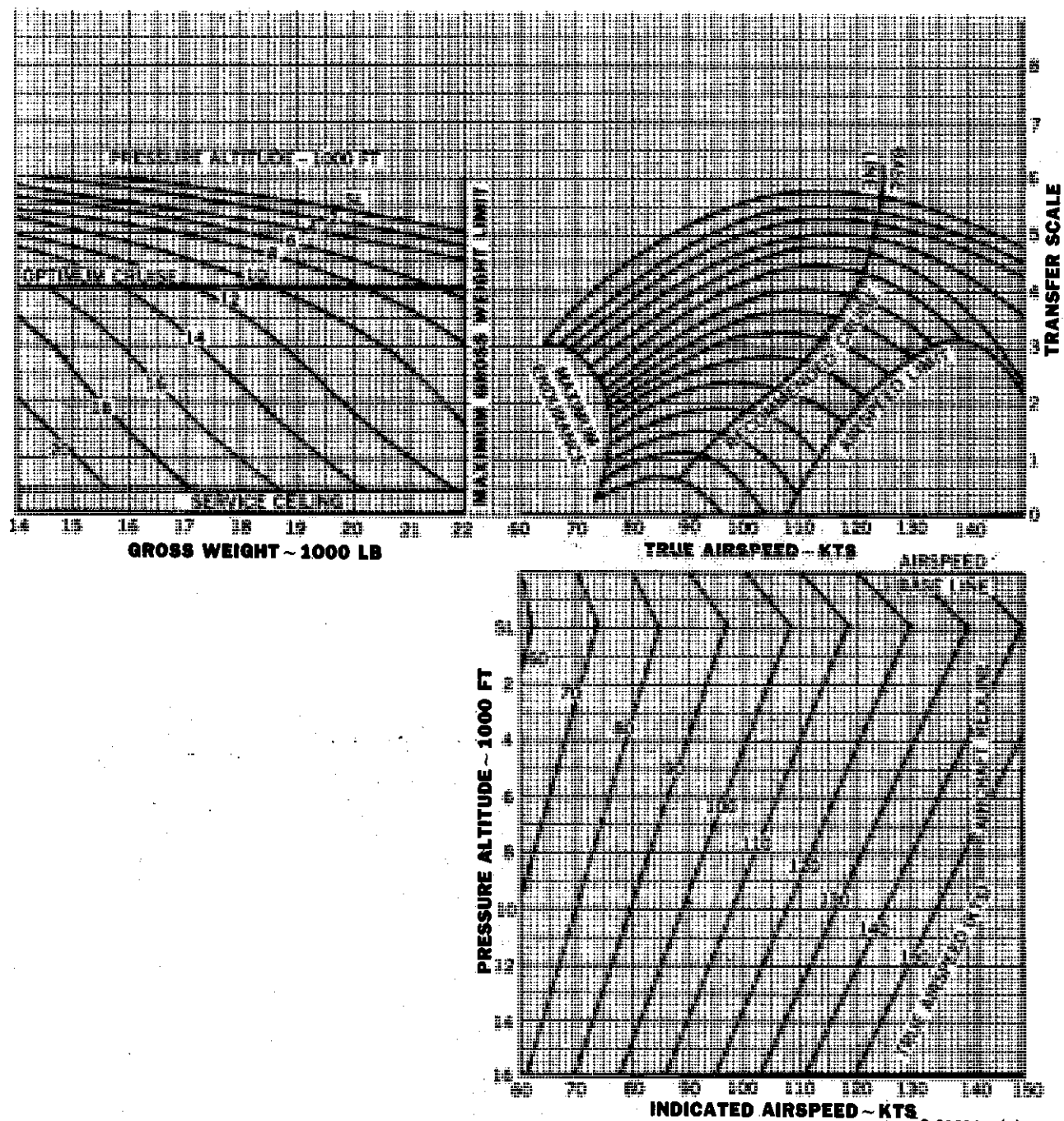
DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)

CONDITIONS:103% N_r

ZERO WIND

FOD SHIELD ON OR OFF



S 91216.1 (B)

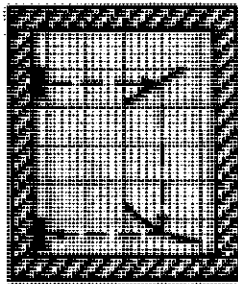
Figure B-31. Cruise - OAT Between -40°C and -20°C (Two Engines) (Sheet 1 of 2)

CONDITIONS:

103% Nr

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

OAT BETWEEN -40°C AND -20°C

TWO ENGINES

MODEL

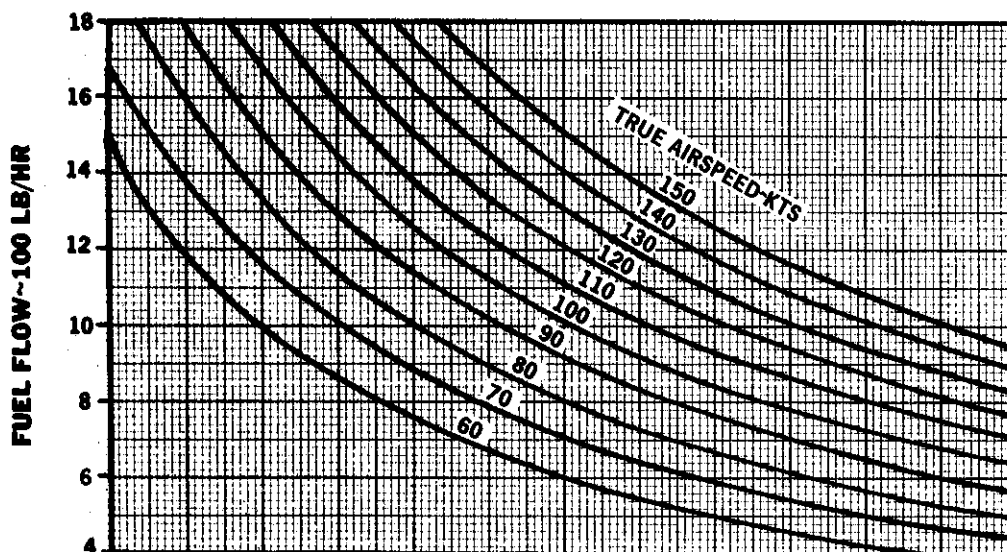
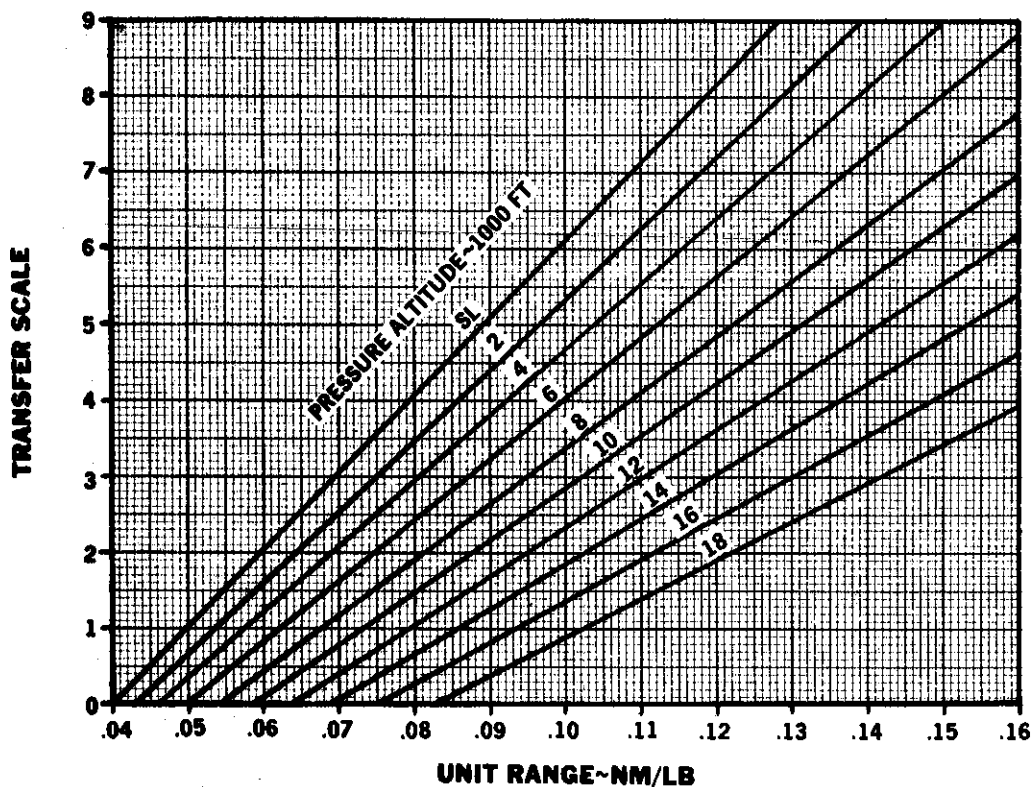
CH/HH-3E

ENGINE

T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



S 91216.2

Figure B-31. Cruise - OAT Between -40°C and -20°C (Two Engines) (Sheet 2 of 2)

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_r

ZERO WIND

FOD SHIELD ON OR OFF

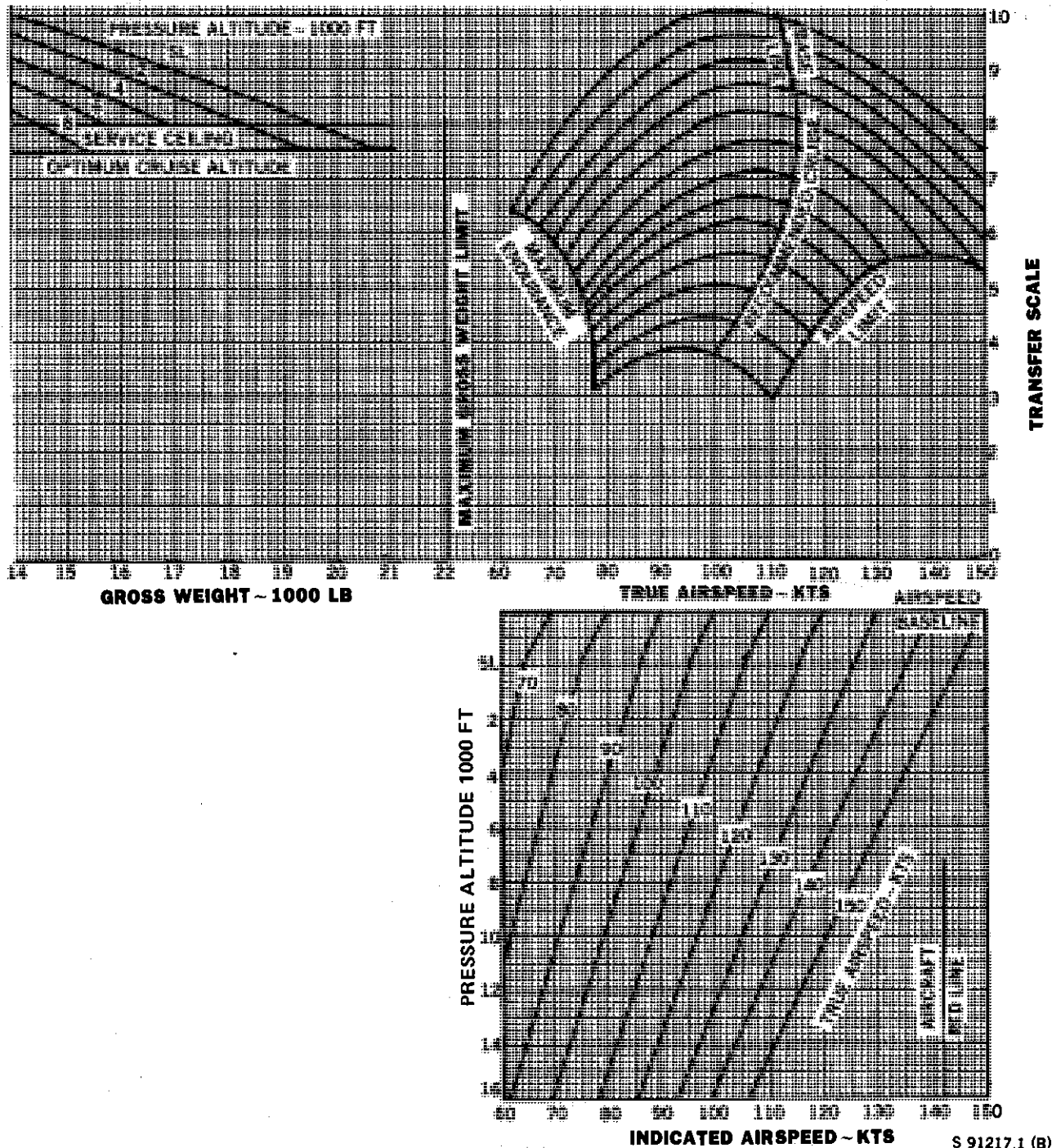
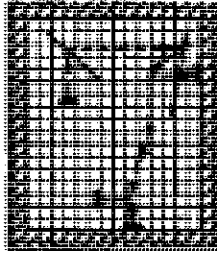


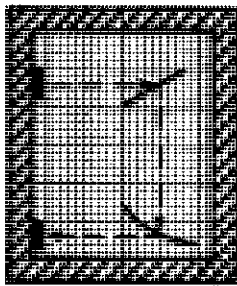
Figure B-32. Cruise — OAT Between 20°C and 40°C (One Engine) (Sheet 1 of 2)

CONDITIONS:

103% Nr

ZERO WIND

FOD SHIELD ON OR OFF



CRUISE

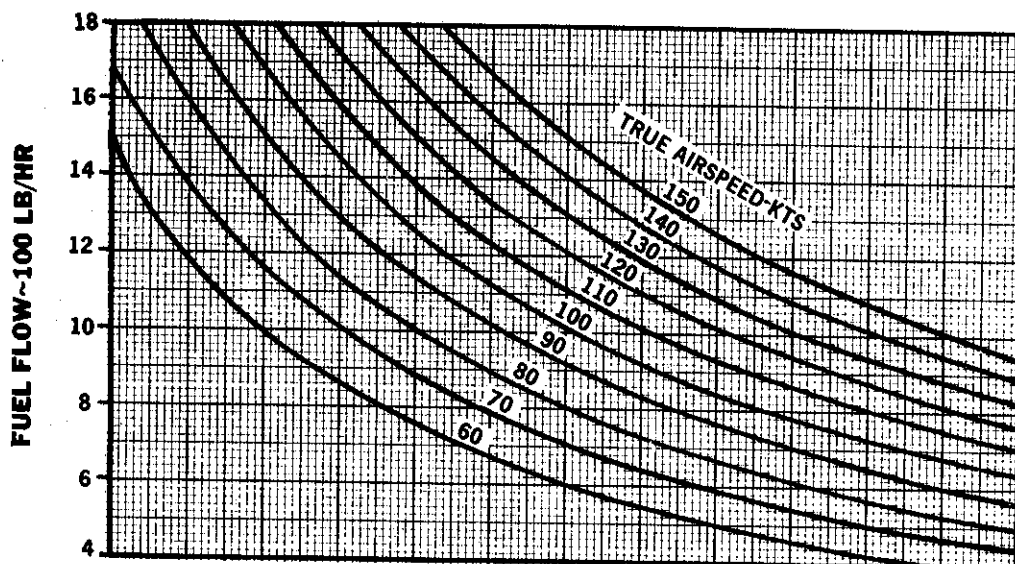
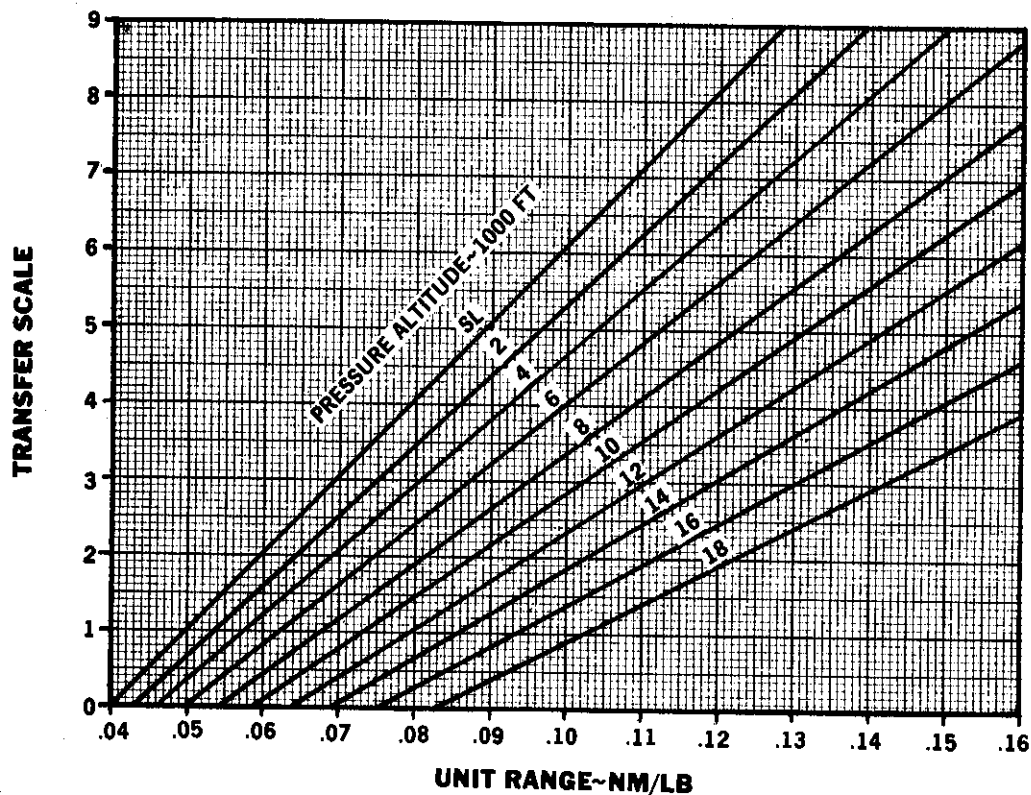
OAT BETWEEN 20°C AND 40°C
ONE ENGINE

MODEL
CH/HH-3E

ENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



S 91217.2

Figure B-32. Cruise - OAT Between 20°C and 40°C (One Engine) (Sheet 2 of 2)

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

DATE: 15 MAY 1985

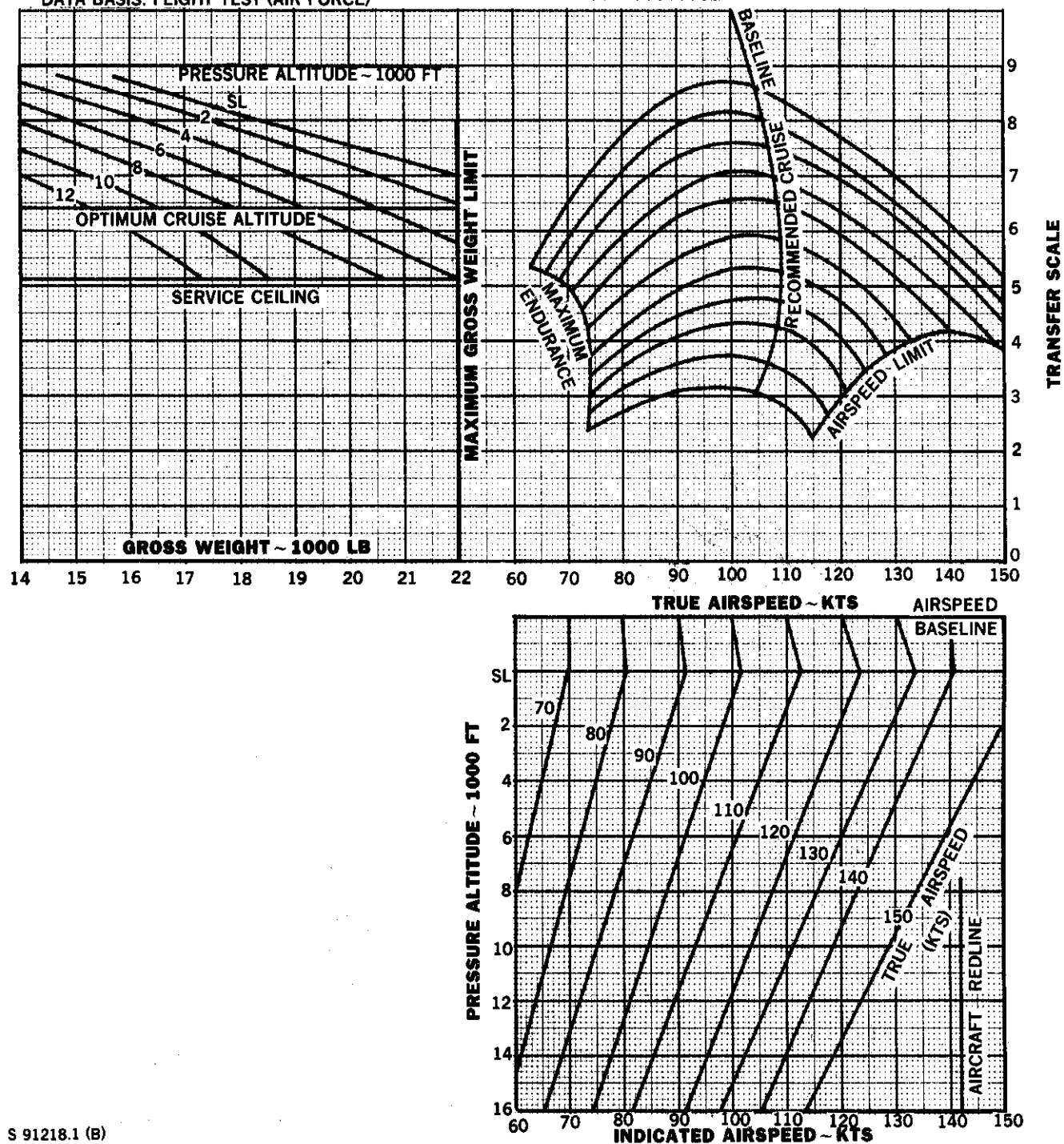
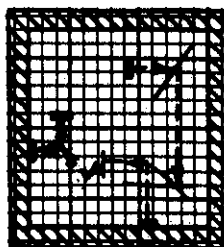
DATA BASIS: FLIGHT TEST (AIR FORCE)

CONDITIONS:

103% N_p

ZERO WIND

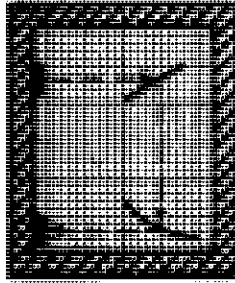
FOD SHIELD ON OR OFF



S 91218.1 (B)

Figure B-33. Cruise - OAT Between -40°C and 20°C (One Engine) (Sheet 1 of 2)

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



CRUISE

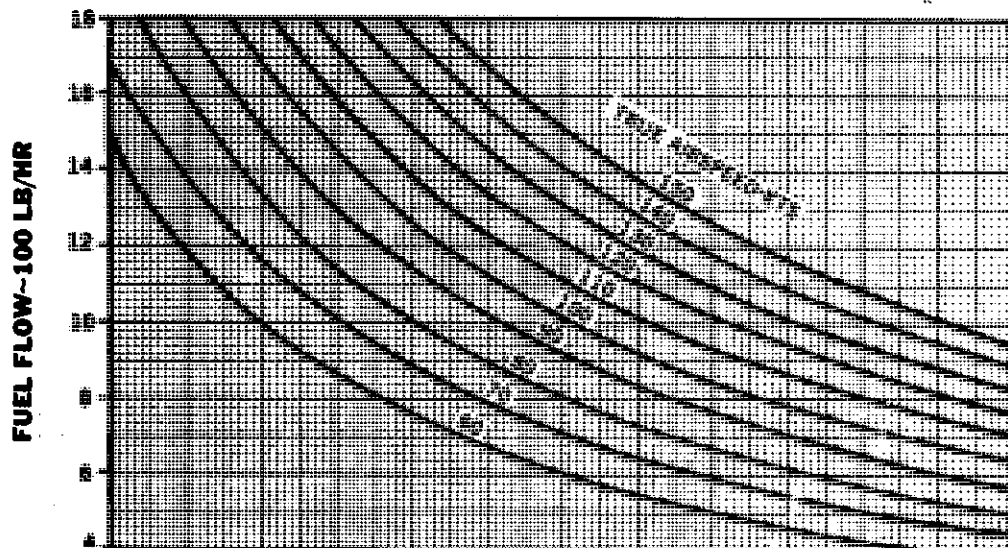
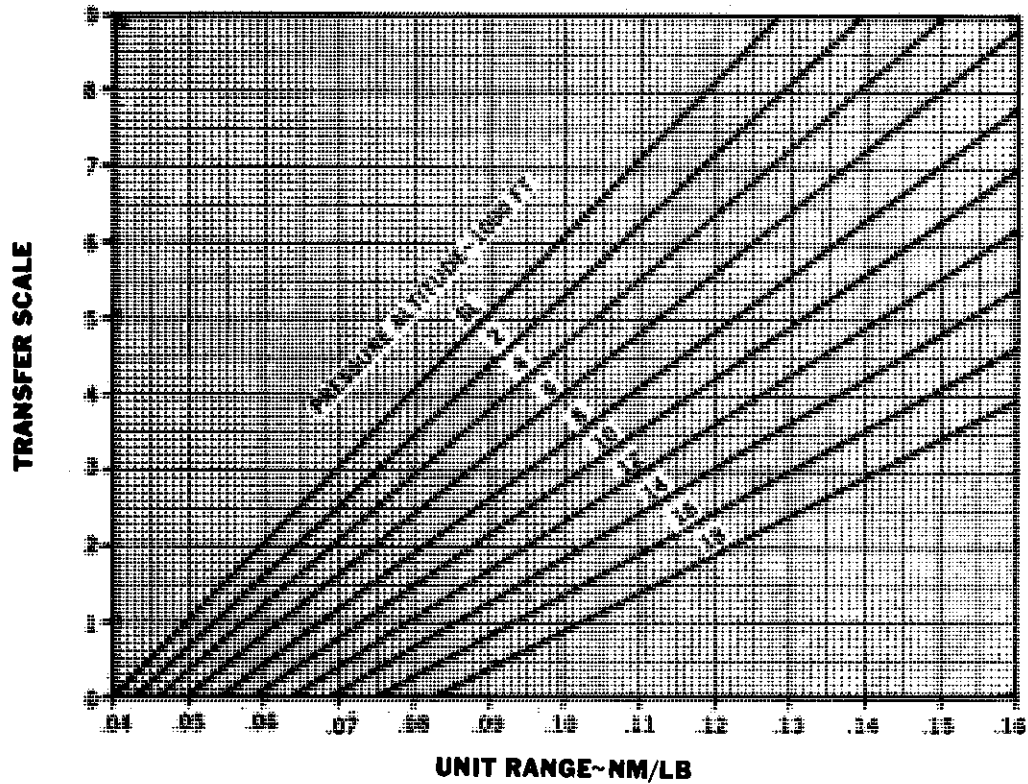
OAT BETWEEN -40°C AND 20°C
ONE ENGINE

MODEL
CH/HH-3E

ENGINE
T58-GE-100

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



S 91218.2

Figure B-33. Cruise - OAT Between -40°C and 20°C (One Engine) (Sheet 2 of 2)

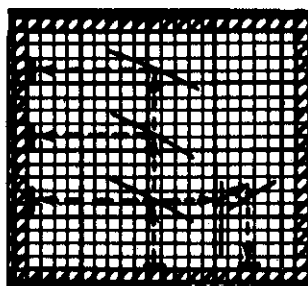
SINGLE ENGINE CAPABILITY

ONE ENGINE

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

DATE: 15 MAY 1985

DATA BASIS: FLIGHT TEST (AIR FORCE)



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

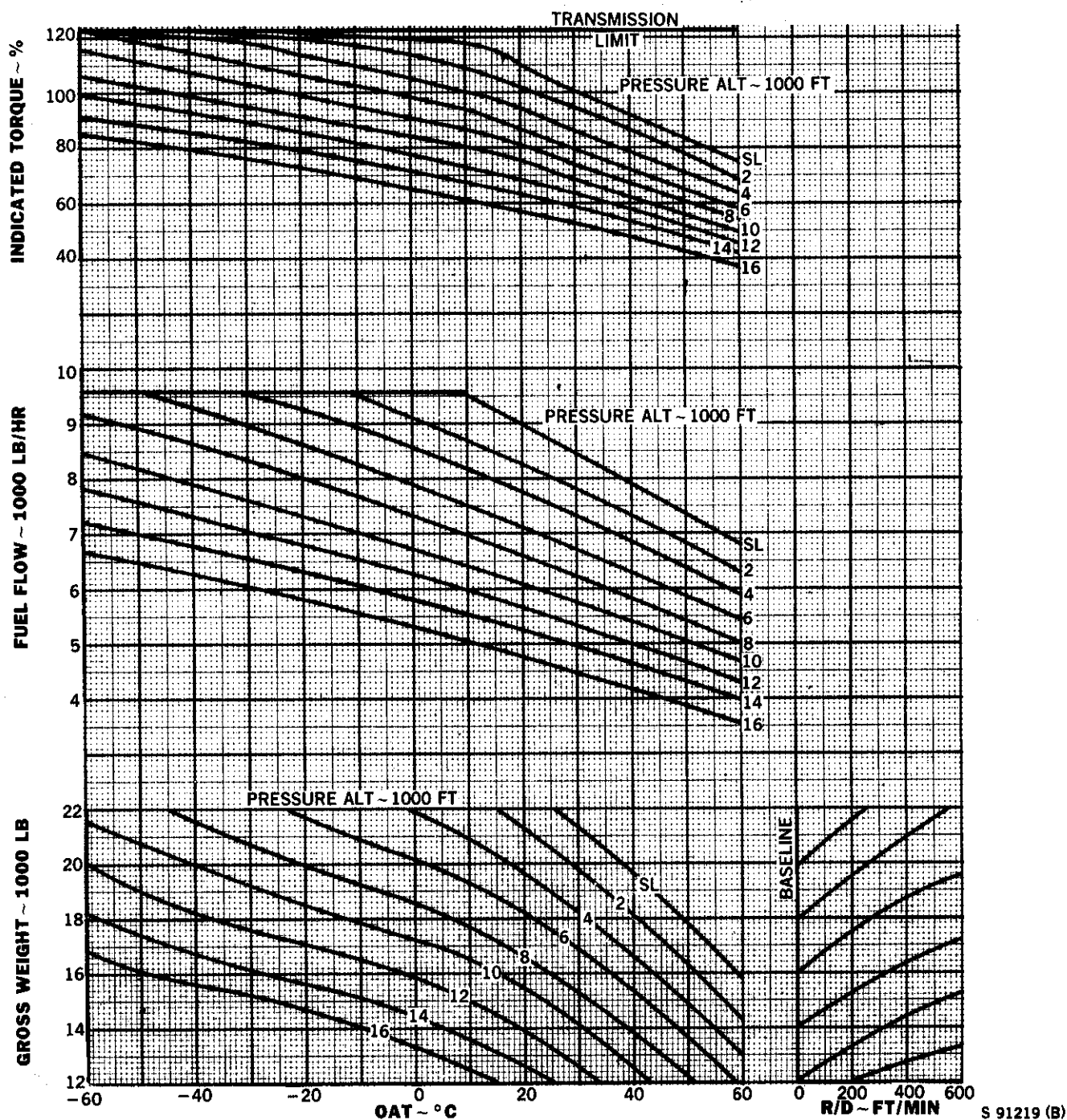
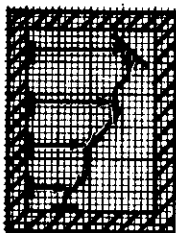


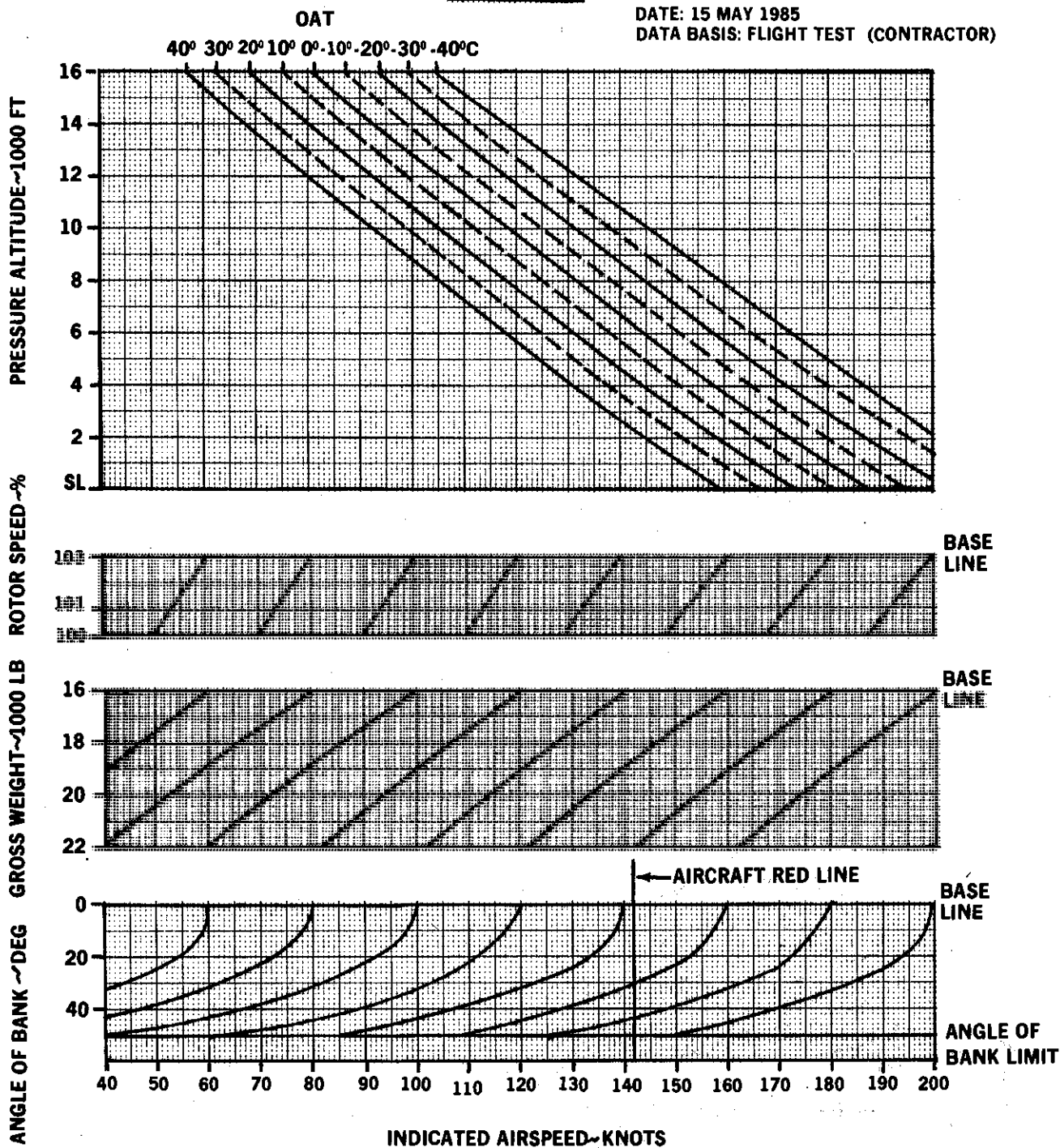
Figure B-34. Single Engine Capability (One Engine)



BLADE STALL

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

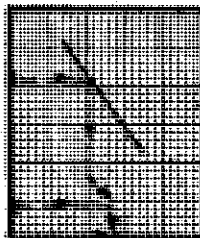
DATE: 15 MAY 1985
DATA BASIS: FLIGHT TEST (CONTRACTOR)



S 91220

Figure B-35. Blade Stall

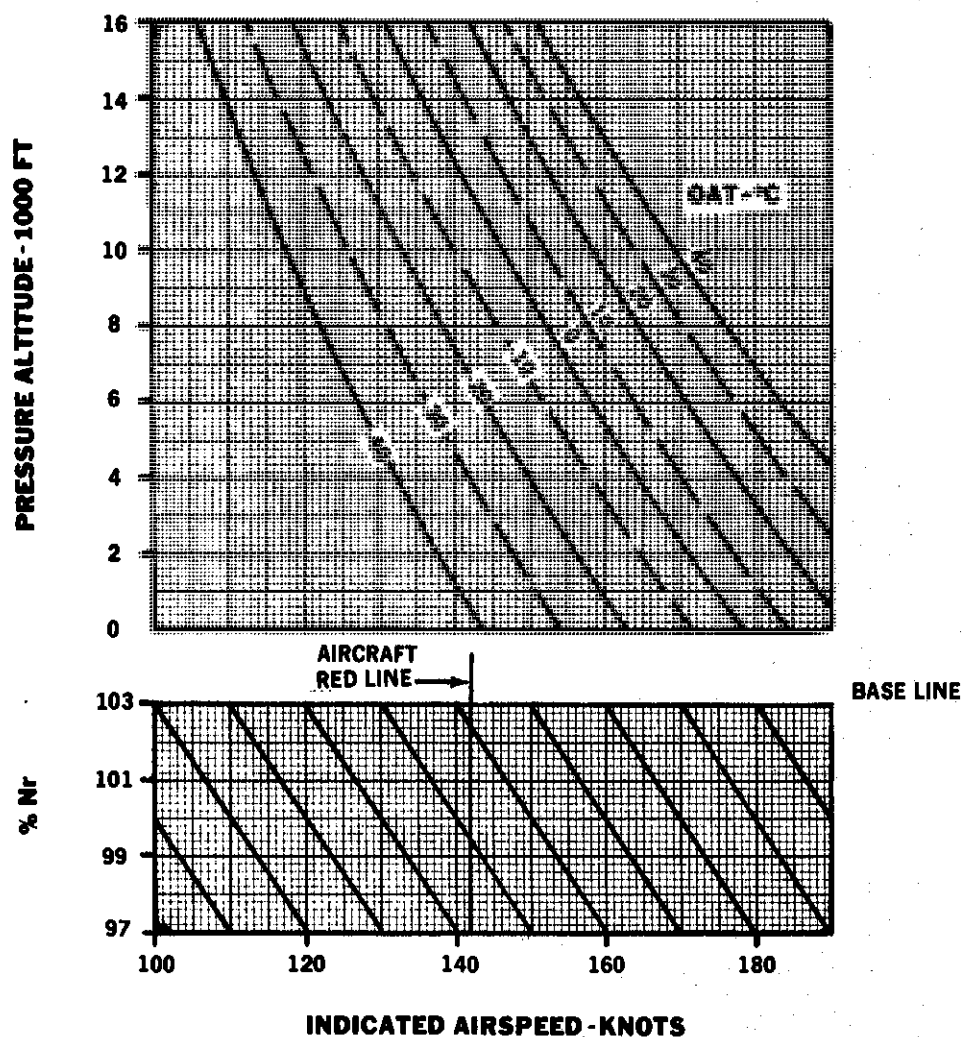
CONDITIONS:
UNACCELERATED
LEVEL FLIGHT
TIP MACH = 0.895



BLADE TIP MACH

MODELS
CH-3E & HH-3E

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



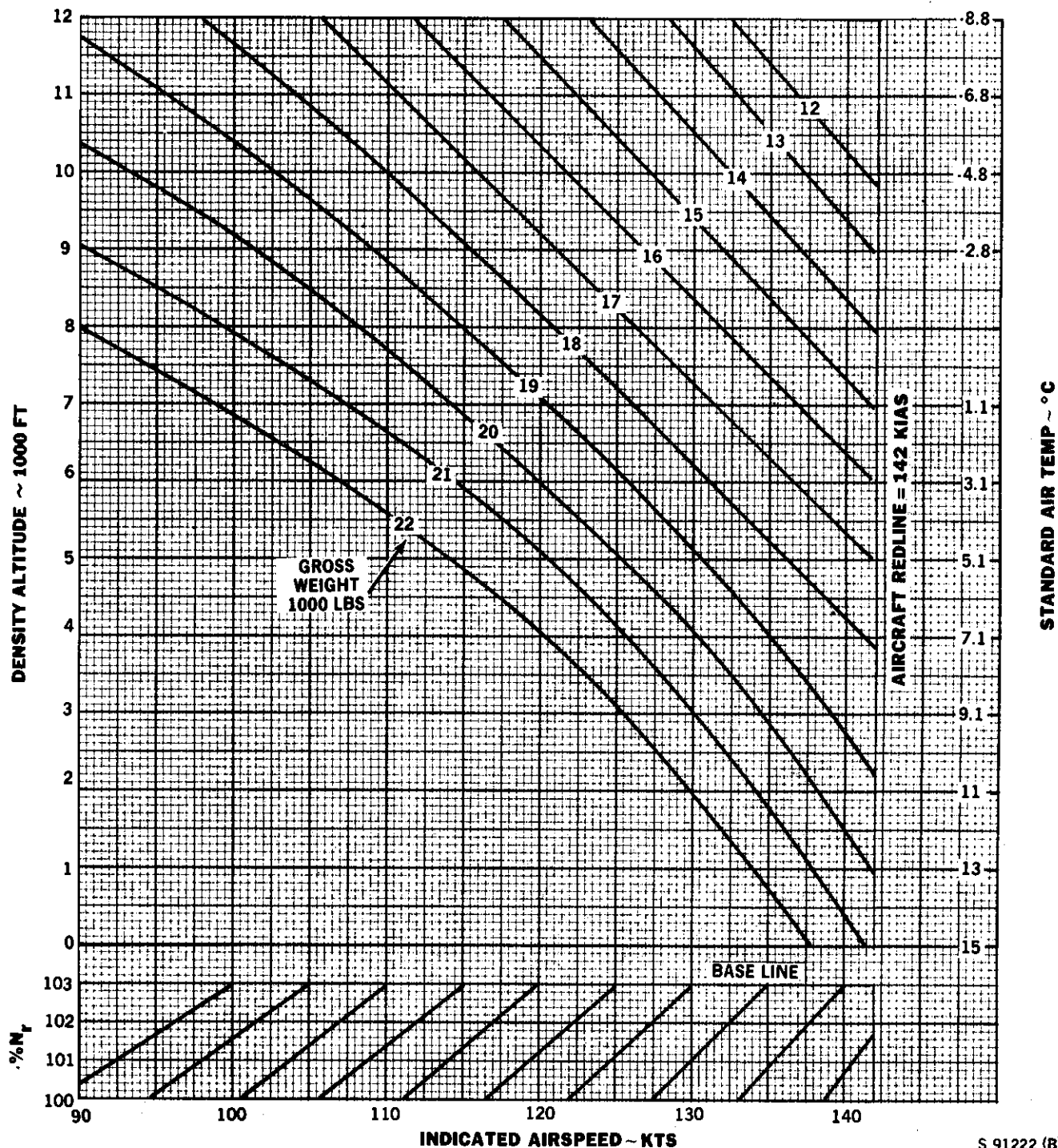
S 91221

Figure B-36. Blade Tip Mach

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-6E

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



S 91222 (B)

Figure B-37. 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

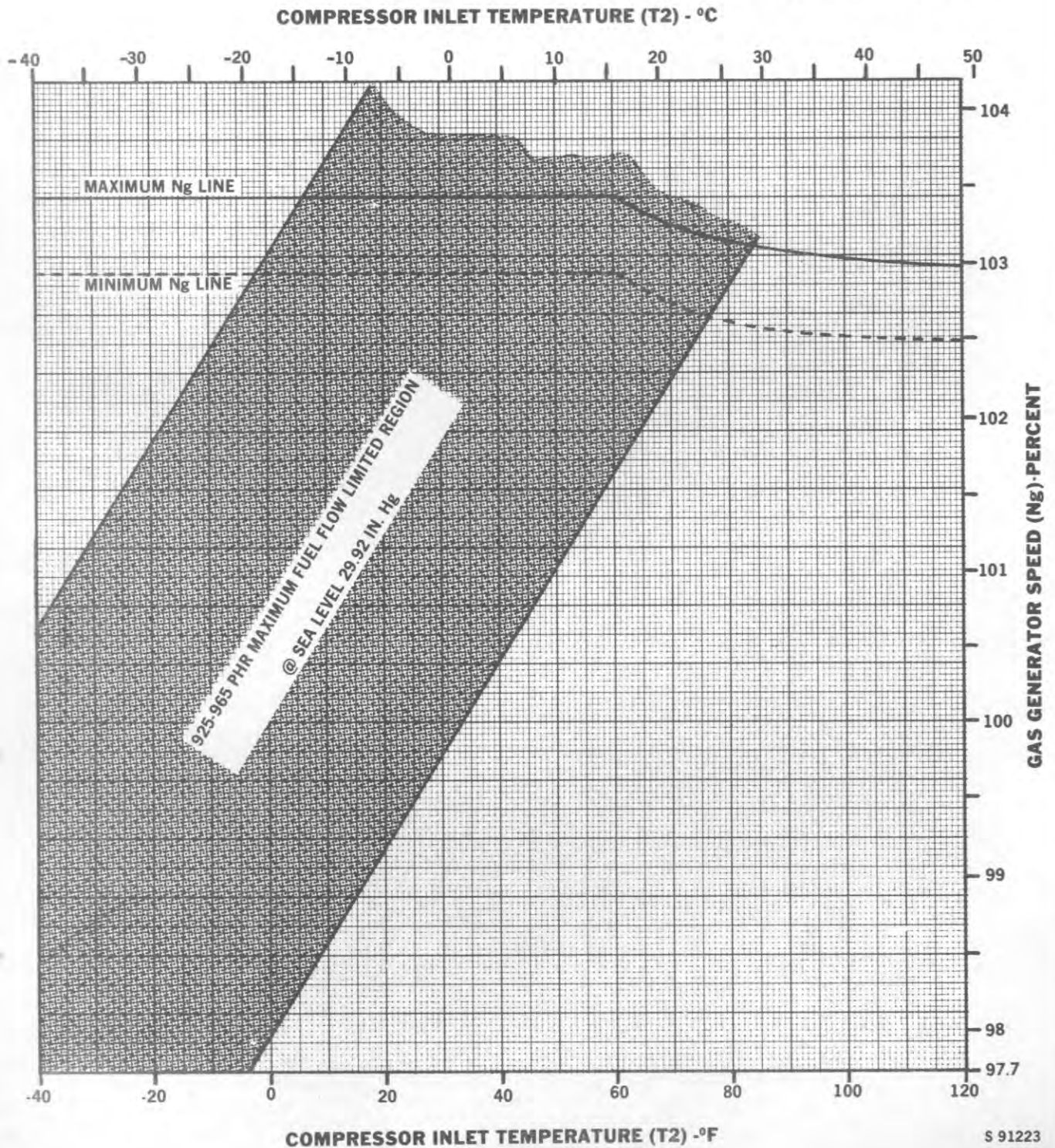
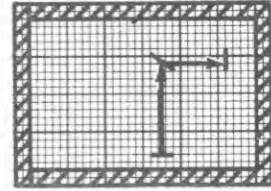


Figure B-38. Topping Chart

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