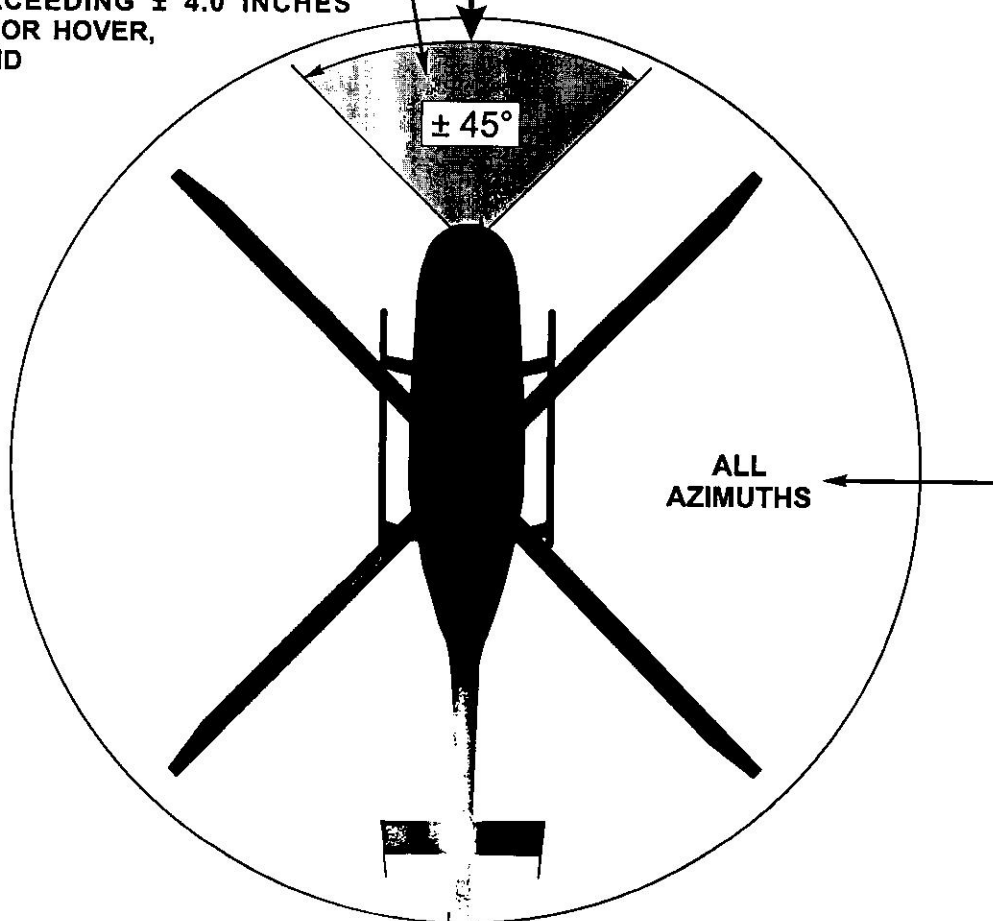


SHADED AREA (AREA B)
PRESENTS HOVER PERFORMANCE (RELATIVE TO GW) FOR CONDITIONS WHERE ADEQUATE CONTROL MARGINS EXIST FOR RELATIVE WINDS WITHIN $\pm 45^\circ$ OF NOSE OF HELICOPTER UP TO 35 KNOTS FOR LATERAL CG NOT EXCEEDING ± 2.5 INCHES (± 63 mm), AND UP TO 17 KNOTS FOR LATERAL CG NOT EXCEEDING ± 4.0 INCHES (± 102 mm); FOR HOVER, TAKEOFF AND LANDING.

ADEQUATE CONTROL MARGINS EXIST FOR ALL WINDS DIRECTLY OFF THE NOSE OF THE HELICOPTER; FOR HOVER, TAKEOFF AND LANDING.



NOTE:

IF LATERAL CG EXCEEDS ± 2.5 INCHES (± 63 mm) AND DENSITY ALTITUDE IS ABOVE 14,000 FT, ALL WINDS SHOULD BE DIRECTLY OFF THE NOSE OF THE HELICOPTER; FOR HOVER, TAKEOFF AND LANDING.

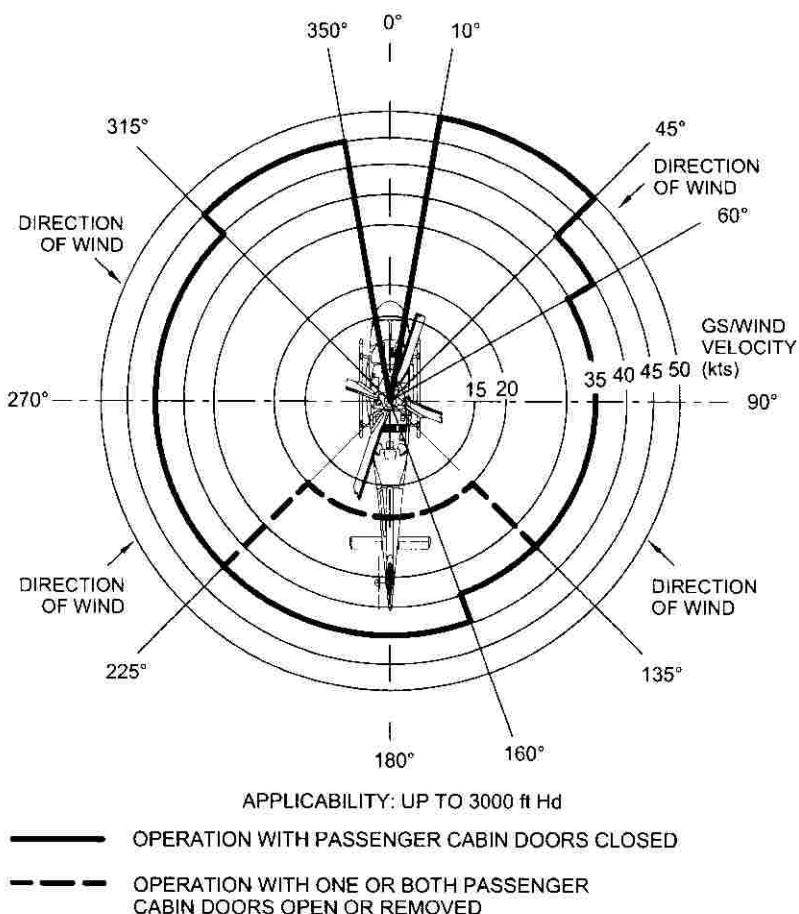
NON-SHADED AREA (AREA A)
PRESENTS HOVER PERFORMANCE (RELATIVE TO GW) FOR CONDITIONS WHERE ADEQUATE CONTROL MARGINS EXIST FOR ALL RELATIVE WIND CONDITIONS UP TO 35 KNOTS FOR LATERAL CG NOT EXCEEDING ± 2.5 INCHES (± 63 mm), AND UP TO 17 KNOTS FOR LATERAL CG NOT EXCEEDING ± 4.0 INCHES (± 102 mm); FOR HOVER, TAKEOFF AND LANDING.

Figure 4-5. Hover Ceiling Wind Accountability Chart

OPERATION VS ALLOWABLE WIND

(Figure 4-7)

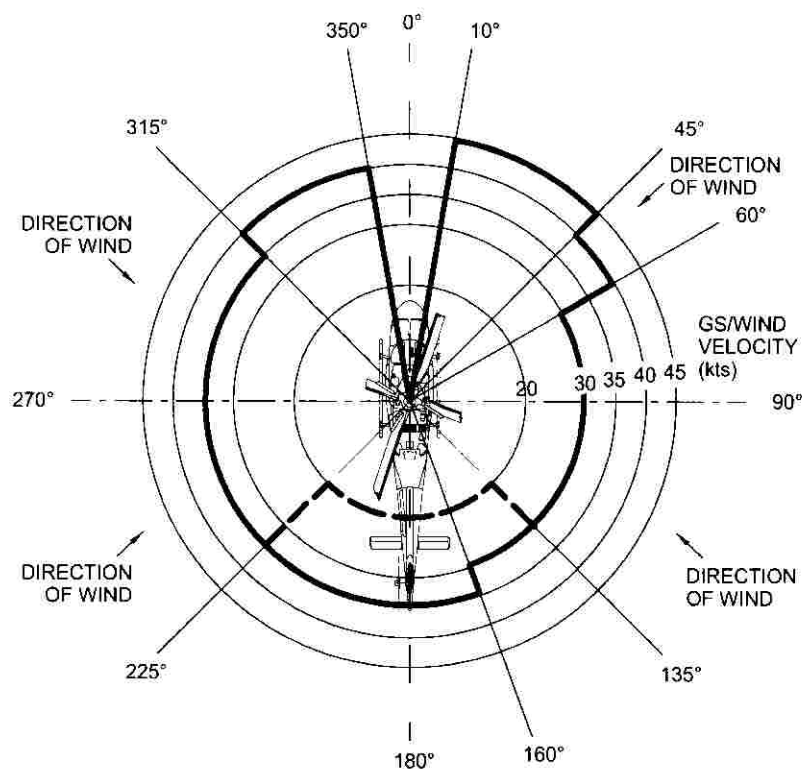
Satisfactory stability and control was demonstrated for sideways and rearward flight up to the maximum weight, in hover IGE or OGE in the following wind/ground speed azimuth envelope.



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Figure 4-7. (sheet 1 of 2). Wind/Ground Speed Azimuth Envelope



APPLICABILITY: FROM 3000 TO 8700 ft Hd

- OPERATION WITH PASSENGER CABIN DOORS CLOSED
- - - OPERATION WITH ONE OR BOTH PASSENGER CABIN DOORS OPEN OR REMOVED

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Figure 4-7. (sheet 2 of 2). Wind/Ground Speed Azimuth Envelope