

Franklin Engine Company, Inc.
Syracuse, New York

FAA APPROVED

FRANKLIN ENGINE COMPANY, INC.

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT NO. 2

FOR BELL 47G

This Supplement must be attached to the Bell 47G Rotorcraft Flight Manual dated July 1, 1954, when the helicopter is modified in accordance with STC No. SH4798W. The information contained herein supplements the information of the basic rotorcraft flight manual; for limitations, procedures and performance data not contained in this document, consult the manual proper.

I. LIMITATIONS:

Powerplant Limitations - Franklin Model 6V-350-A

1. Fuel, octane -----	100/130
2. Idling, RPM -----	1500 to 1700
3. Operating RPM -----	2900 to 3100
4. Oil pressure -----	55 to 80 psi
5. Cylinder head temperature -----	199°C
6. RHP - SL to 4500 ft. -----	200 HP Max.
7. Maximum Allowable Manifold Pressure:	

CARBURETOR AIR TEMP:

Pres. Alt., ft.	-20°C (-4°F)	-5°C (23°F)	+5°C (41°F)	+15°C (59°F)	+25°C (77°F)	+40°C (104°F)
SL	24.4	25.1	25.5	25.9	26.3	26.8
1000	24.1	24.7	25.2	25.6	26.0	26.6
2000	23.9	24.6	25.0	25.4	25.8	26.4
3000	23.7	24.4	24.8	25.2	25.6	F.T.
4000	23.5	24.1	24.6	25.0	F.T.	F.T.
5000	23.2	23.9	F.T.	F.T.	F.T.	F.T.

Placards - Same as Allowable Manifold Pressure Table above, Item 7.

Type of Operation

This engine installation is approved for the Bell 47G with floats or skids only.

Table of Instrument Markings

Manifold Pressure Gage	Red Line	26.8 in.Hg. (Max.)
Oil Temperature Engine	Red Line	113°C (Max.)
	Green Arc	40° - 113°C
Oil Temperature Trans-	Red Line	130°C (Max.)
mission	Green Arc	40° - 130°C

FAA Approved: 2/16/65
Revised: 6/17/65

Page 1 of 2

Rotorcraft Flight Manual Supplement No. 2 - Cont'd.

II. OPERATING PROCEDURES:

(Same as basic Manual)

III. PERFORMANCE:

The performance of the helicopter with this engine installed is equal to or better than that shown in the basic Manual.

FAA APPROVED

H. H. Slaughter
Chief, Engineering and
Manufacturing Branch
Southwest Region
Fort Worth, Texas

DATE: February 16, 1965REVISED: June 17, 1965