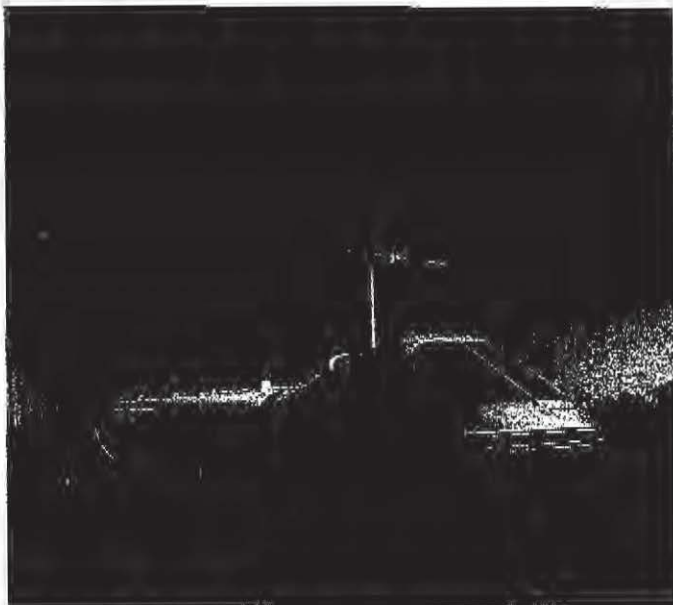


THIS IS THE F28C



Manufactured by The Enstrom Helicopter Corporation, Menominee, Michigan. This manual pertains to Model F28C helicopters S.N. 418 and up or as modified in accordance with Enstrom Drawing 28-100005.

Ownership of the Turbocharged F28C Helicopter will provide you with a smooth, distinctive, and comfortable mode of flight geared to the concept of modern transportation. For business or pleasure, the field of operations is practically unlimited, as point-to-point travel can be accomplished from either prepared or unprepared areas. The distinctive appearance of the F28C is symbolic of prestige and its high performance capabilities. Under the graceful lines of the F28C is a ruggedly constructed helicopter designed for easy servicing, minimum maintenance, dependability and economical operation.

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ENSTROM F28C

MAXIMUM POWER TAKEOFF FROM CONFINED AREAS

Conditions may occur in which the helicopter must be operated from confined areas in which take-off distances (from hover to best rate of climb speed) are not sufficient to clear obstacles that may be in the flight path (trees, buildings, wires, etc.). In order to clear such obstacles safely, the climb portion of the take-off must utilize the best angle of climb airspeed (30 MPH safe side of height velocity curve). This angle of climb will substantially shorten the distance required to clear obstacles. To accomplish this type of take-off, hover helicopter at 3 to 5 feet altitude and 2900 RPM. Apply forward cyclic smoothly. As the helicopter begins to accelerate forward, apply collective and throttle until 36.5 inches of manifold pressure is obtained at 2900 engine RPM. (See preceding caution note). Do not increase collective beyond this point (overpitching) as this will cause engine and rotor RPM to decrease. Maintain 3 to 5 feet altitude by use of cyclic control. As translational speed is reached (15-20 MPH) apply aft cyclic to seek climb angle that will maintain 30-35 MPH (refer to height-velocity diagram in flight manual). After clearing all obstacles at this airspeed, apply forward cyclic and readjust collective and throttle as desired for further flight.

NOTE: If RPM is lost due to overpitching, it may be regained by maintaining 36.5 inches of manifold pressure, lowering collective slightly and applying some aft cyclic.

In both preceding conditions it is imperative that the helicopter has accelerated a little beyond translational speed in order to accomplish these maneuvers. Therefore, good judgement must be used to determine the rate at which the helicopter is accelerated from hover to translational speed and to determine if sufficient distance is available to clear obstacles under the existing density altitude conditions.

Crosswind Takeoff. In the event a crosswind takeoff is required, normal takeoff procedures are to be followed. However, as the helicopter leaves the ground, there will be definite tendency to drift downwind at a rate proportionate to the wind velocity. This tendency can be corrected by moving and holding the cyclic stick sufficiently in the direction of the wind to prevent downwind drift. During crosswind takeoff, it is advisable to keep open areas to windward side of flight path to facilitate emergency landing if it should be necessary.