MI-26T Super Heavy Lift Helicopter
Demonstration: Whitecourt Alberta
December 1, 2006

Highlights and Photos
MI-26T Super Heavy Lift Helicopter

Internal dimensions & lifting capacities =
C-130 Hercules: 20 tonne, 44,000 lbs.
2 x capacity of a Chinook or Sky Crane.

Whitecourt, Alberta, December 1, 2006
### MI-26T Operating Data

<table>
<thead>
<tr>
<th>MI-26T</th>
<th>Heavy Lift Helicopter</th>
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<tr>
<td><strong>Country of Origin</strong></td>
<td>Russia, MIL Helicopter Plant, introduced in 1983</td>
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<tr>
<td><strong>Rotors</strong></td>
<td>Main: 8 blades, 32 m (105 ft)  Tail: 5 blades, 7.6 m (25 ft)</td>
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<td><strong>Fuselage</strong></td>
<td>33.5 m (110 ft) long x 3.7 m (12.2 ft) wide x 8.1 m (25 ft) high</td>
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<td><strong>Length</strong></td>
<td>40 m (131 ft), rotors turning</td>
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</table>
| **Cargo Compartment** | 12 m (39.4 ft) long x 3.3 m (10.8 ft) wide x 3.2 to 2.9 m (10.5 to 9.5 ft) high  
Internal Hoist Capacity: 5,600 kg (12,400 lb)  
Rear Clamshell Doors and loading ramp |
| **Weights (maximum)** | Payload: 20,000 kg (44,000 lb)  Takeoff: 56,000 kg (124,000 lb) |
| **Engines** | 2 x Lotarev D-136 Turboshart, 745 kw (11,400 shp) |
| **Airspeed** | Max: 295 km/hr (184 mph)  Cruising: 255 km/hr (145 mph)  
With External Load: 145 to 225 km/hr (90 to 140 mph) |
| **Fuel** | Fuel Consumption: 3000 l/hr  Internal Tanks: 12,770 l  Ferry Tanks: 15,200 l |
| **Service Ceiling** | 6,500 m (21,000 ft) |
| **Range (maximum)** | 1,800 km (1,120 miles) with Ferry Tanks |
| **Crew** | 2 Pilots, 1 Navigator, 1 Flight Engineer, 1 or 2 Loadmaster |
| **IFR Capability** | Full avionics and navigation package, Doppler weather radar, integrated  
autopilot, de-icing capability; provides for operations in all-weather  
conditions. |
MI-26T Demonstration: Whitecourt Alberta, December 1, 2006

Weather: Temperature -15 to -12°C. Wind: WNW 20 km/hr, gusting to 30 km/hr. Light cloud, visibility 24 km.

Flight Observation Station: 60m NW of the load pick-up area.

Demonstration Events / Highlights
1. Interior Inspection: Cockpit & Cargo Bay (Photos 1, 2, 3)
   • The cockpit is pressurized for low temperature operations.
   • The large cargo bay with an integrated crane system for easy loading.
   • The rear cargo door and loading ramps can be quickly opened and deployed.
1. Cockpit & Cargo Bay
Demonstration Events / Highlights

2. Internal Load (Photos 4, 5)

• A Ford LT 9000 Truck Tractor Unit was driven in and out of the cargo bay.
Demonstration Events / Highlights

3. External Load (Photos 6, 7)

- the Truck Tractor Unit was driven onto the Universal Basket UB and was chained down:

<table>
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<tr>
<th>Total Cargo Load (excluding fuel):</th>
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<tbody>
<tr>
<td>Truck Tractor Unit</td>
<td>8,500 kg</td>
<td>18,700 lb</td>
</tr>
<tr>
<td>Universal Basket with vehicle deck:</td>
<td>3,500 kg</td>
<td>7,700 lb</td>
</tr>
<tr>
<td>TOTAL</td>
<td>12,000 kg</td>
<td>26,400 lb</td>
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</table>
3. External Load
Demonstration Events / Highlights

4. Station Keeping Demo (Photos 8, 9, 10, 11)

- The MI-26 started up, lifted off, and hovered at +/- 50m.
- The MI-26 was reasonably quiet relative to other helicopters.
- Under the direction of the Airborne Project Manager on the ground (hand-held radio), the MI-26 moved back and forth, sideways, and changed orientation.
- The MI-26 was extremely stable with no slewing or yawing.
4. Station Keeping
Demonstration Events / Highlights

5. Load Hook-up (Photos 12, 13, 14, 15)

• The MI-26 hovered over the Universal Basket UB and slowly descended.

• The 2 Heli-riggers hooked the 2 MI-26 lines onto the UB sling D rings.

• The whole operation was very controlled with minimal hook swing; the Heli-riggers had no problem handling the lines.
5. Load Hook-up
5. Load Hook-up
Demonstration Events / Highlights

6. Load Lift (Photos 16, 17)

- MI-26 lifted the load, hovered, then flew the load around the airport.
- The lift looked effortless; there was little increase in noise and a very smooth lift off the ground with no sideway motion.
- There was an increase in downwash, but the observers standing 60 m away felt only slight buffeting.
- With reasonable care, most typical work activities could have been simultaneously conducted beyond a 50 - 60m setback.
6. Lift Load
Demonstration Events / Highlights

7. Load Un-hook (Photos 18, 19, 20, 21)

- After flying the load around the airport, the MI-26 positioned the load at the same spot where load was picked up.
- Positioning was very smooth with no sideways movement of the load.
- The MI-26 was able to lay the lines beside the load for easy access by the Heli-riggers; the Heli-riggers easily unhooked the D links.
- Downwash was similar to the pick-up.
7. Un-hook Load
7. Un-hook Load
Demonstration Events / Highlights

8. Land (Photos 22, 23)

• After un-hooking, the MI-26 lifted slightly, positioned away from the load, and landed keeping precise control of its load lines.
MI-26T Demonstration Highlights:

The MI-26 demonstrated that it has the size and power to lift heavy loads with control and precision.

Noise is lower than one would expect.

Downwash is manageable +/- 50 m (150 ft) from the load pick-up / drop-off area.