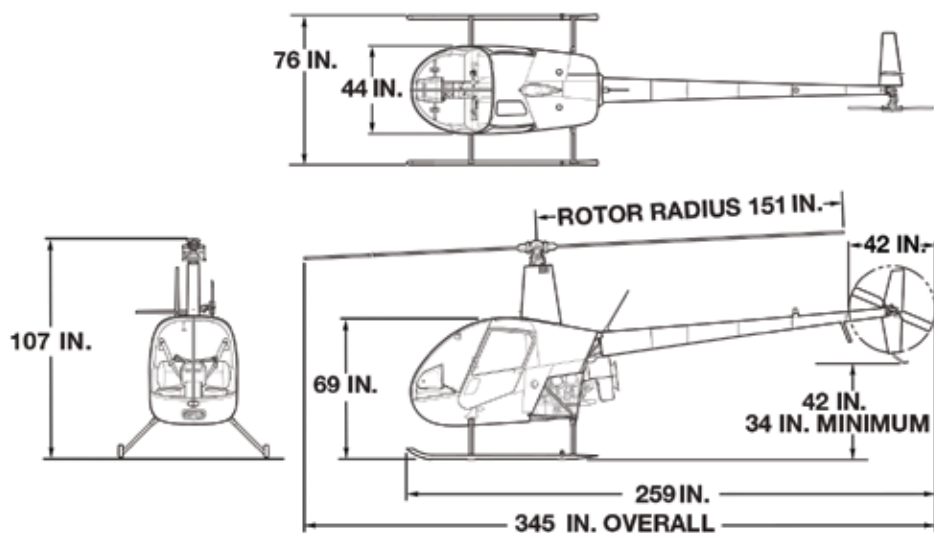


SPECIFICATIONS

R22 BETA II

Engine	Lycoming O-360, four cylinder, carbureted
Horsepower	Derated to 131 hp for takeoff and 124 continuous
Maximum Gross Weight	1370 lb (622 kg)
Approximate Empty Weight (including oil & std avionics)	880 lb (399 kg)
Standard Fuel (16.9 gal)	101 lb (46 kg)
Auxiliary Fuel (9.4 gal)	56 lb (25 kg)
Pilot, Passenger and Baggage (with standard fuel)	389 lb (176 kg)
Max Airspeed (Vne)	102 kts (117 mph)
Cruise Speed	up to 96 kts (110 mph)
Maximum Range (no reserve)	approx 250 nm (288 sm)
Hover Ceiling IGE at 1370 lb	9400 ft
Hover Ceiling OGE at 1300 lb	8000 ft
Maximum Operating Altitude	14,000 ft
Electrical System	14 volt

DIMENSIONS



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R22[®] BETA II HELICOPTER





R22 HELICOPTER

Perhaps the industry's hardest working helicopter, the two-place R22 has been delivering high performance and exceptional reliability for more than thirty years.

Powered by Lycoming's O-360 four cylinder engine, the light, versatile R22 Beta II is responsive, simple to maintain and economical to operate.

Designed for simplicity, the R22 features a two-bladed rotor system and Robinson's signature T-bar cyclic. A powder-coated steel tube structure provides a light yet rigid airframe while the aircraft's aerodynamic fuselage optimizes airspeed and fuel economy.

The four-cylinder Lycoming O-360 engine is derated to 131 horsepower for takeoff and 124 continuous.

The R22 incorporates the latest in Robinson technology including a streamlined instrument panel and bladder fuel tanks.



FEATURES

- ◆ Simple two-bladed rotor system eliminates the need for lag hinges, dampers and hydraulic struts
- ◆ Proven aluminum and stainless steel construction of main rotor blades minimizes environmental wear and tear
- ◆ Automatic clutch engagement simplifies the starting procedure, reducing the possibility of an overspeed during start-up
- ◆ Carburetor heat assist enhances safety by adding carburetor heat when the collective is lowered and reducing carburetor heat when the collective is raised
- ◆ Center positioned T-bar cyclic enables a comfortable grip position and allows trouble-free entry and exit of the cabin
- ◆ Left side flight controls are removable
- ◆ Transmit, intercom, and memory channel radio controls are conveniently integrated into cyclic grip
- ◆ Voice-activated intercom eliminates the need to use intercom switches during doors-on flights. Intercom switches are included for doors-off flights
- ◆ RPM governor monitors engine speed and adjusts the throttle automatically to maintain optimal RPM
- ◆ Rotor brake allows the pilot to stop the rotors quickly, reducing shutdown time and risk of injury to passengers and ground personnel
- ◆ LED anti-collision and navigation lights
- ◆ Storage under each seat for personal belongings



UPGRADES

- ◆ Leather seats available in tan, blue or gray
- ◆ Cabin heater and defogger
- ◆ Bose A20 aviation headsets with active noise reduction and Bluetooth interface
- ◆ Engine priming system
- ◆ Xenon HID landing lights

Shown with gray leather seats and Bose A20 headset

STANDARD AVIONICS

- ◆ 6-hole instrument panel
- ◆ Garmin GTR 225B COM radio with 8.33 kHz channel spacing
- ◆ Garmin GTX 327 Mode C transponder



Shown with optional artificial horizon and digital clock



Shown with left side controls removed, Aspen EFD1000H Pilot, and Garmin GTN 625 in pilot-side console

OPTIONAL AVIONICS

- ◆ Aspen Avionics primary flight display systems
- ◆ Garmin GTN 600 series touch screen navigators install in pilot-side console
- ◆ Garmin GMA 350H audio panel
- ◆ Garmin GTX 330ES (Extended Squitter) Mode S transponder with ADS-B Out



STANDARD EQUIPMENT

- ◆ RPM throttle governor
- ◆ Throttle correlator
- ◆ Carburetor heat assist
- ◆ Main and auxiliary bladder fuel tanks
- ◆ Oil filter & oil quick drain
- ◆ Rotor brake
- ◆ Floor & hand intercom switches
- ◆ Avionics master switch
- ◆ Tinted windows
- ◆ Fabric velour seats
- ◆ 3-point shoulder harnesses
- ◆ Door locks
- ◆ Muffler and soundproofing
- ◆ Underseat storage
- ◆ Belly hardpoint
- ◆ LED anti-collision and navigation lights
- ◆ Dual landing lights
- ◆ LED panel and map lights
- ◆ Tow cart adapter
- ◆ Ground handling wheels
- ◆ Rotor blade tie downs
- ◆ Windshield cover
- ◆ Travel bag

STANDARD INSTRUMENTS

- ◆ Airspeed indicator
- ◆ Altimeter
- ◆ Rotor/engine dual tachometer
- ◆ Manifold pressure gage
- ◆ Vertical speed indicator
- ◆ Magnetic compass
- ◆ Cylinder head temp. gage
- ◆ Oil temp. & pressure gages
- ◆ Fuel gages
- ◆ Ammeter
- ◆ Carburetor air temp. gage
- ◆ Digital OAT gage/voltmeter
- ◆ Hourmeter
- ◆ Quartz clock

WARNING LIGHTS

- ◆ Alternator low voltage
- ◆ Low fuel
- ◆ Low oil pressure
- ◆ Low rotor RPM (light & horn)
- ◆ MR gearbox temp.
- ◆ MR gearbox chip
- ◆ TR gearbox chip
- ◆ Rotor brake engaged
- ◆ Starter engaged
- ◆ Clutch actuator
- ◆ Governor off
- ◆ Full throttle

SERVICE

Factory-trained technicians are available worldwide at Robinson approved service centers.

Maintenance is simplified requiring only oil changes between 100-hour inspections. Main and tail rotor drive systems use maintenance-free flexible couplings. Primary controls actuate by push-pull tubes and bell cranks eliminating cables and pulleys. Teflon-lined bearings eliminate periodic lubrication requirements.

The Time-Between-Overhaul (TBO) is 2200 hours or twelve years. Life-limited components have approved service lives of at least 2200 hours or twelve years.

WARRANTY

The R22 Beta II carries a two-year or 1000-hour limited aircraft warranty.