

0.2 LIST OF EFFECTIVE PAGES

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1.6.6.3. Model Speed "RG914 configuration"

Powerplant of model Speed "RG914 configuration" consists of engine Rotax 914 UL and propeller WOODCOMP SR3000/2N.

1.6.6.3.1. Engine Rotax 914 UL

Rotax 914 UL is 4-stroke, 4-cylinder horizontally opposed, spark ignition engine, one central camshaft-push-rods-OHV. Liquid cooled cylinder heads, ram air cooled cylinders. Dry sump forced lubrication. The engine is fitted with electric starter, AC generator. Propeller is driven via integrated gearbox with mechanical shock absorber and overload clutch. Engine is fitted with turbo charger.

For more detail see the Maintenance Manual for Rotax Engine Type 914 Series, Ref. No.: MML-914.

Engine power (ISA)	
Max. take-off power	84,5 kW / 115 hp (at 5800 min ⁻¹)
Max. continuous power	73,5 kW / 100 hp (at 5500 min ⁻¹)
Engine limitations	
Engine speed	
Maximum take-off	5800 min ⁻¹ (max. 5 min)
Maximum continuous	5500 min ⁻¹
Idling	≈1400 min ⁻¹
Manifold pressure	
At take-off power	Max. 39,9 inHg / 1350 hPa
At continuous power	Max. 35,4 inHg / 1200 hPa
Cylinder head coolant temperature	
Max.	120 °C
Coolant temperature	
Max.	120 °C
Oil temperature	
Min.	50 °C
Normal	90-110 °C
Max.	130 °C
Oil pressure	
Min.	0,8 bar / 12 psi (below 3500 min ⁻¹)
Normal	2-5 bar / 29-73 psi (above 3500 min ⁻¹)
Max.	7 bar / 102 psi (for short period admissible at cold start)
Fuel pressure	
Min.	0,15 bar / 2,18 psi
Normal	0,25 - 0,75 bar / 3,63 -10,88 psi
Max.	0,85 bar / 12,33 psi
Critical flying altitude	
At take-off power	Max. 2450 m (8000 ft) ASL
At continuous power	Max. 4875 m (16000 ft) ASL
Airbox temperature	
Intervention temperature	72 / 88* °C
Engine start, operating temperature	
Min.	-25 °C
Max.	+50 °C

* 914 UL starting with S/N 4,417.598 (TCU TNr. 966471)