



MULTI-PURPOSE HELICOPTER

Mi-26T2



Power
2 x 11 400 h.p.



Maximum take-off
weight 56 000 kg



Number of passengers
during evacuation
82 persons



Maximum speed
295 km/h



Crew
3 persons



Flight endurance
1 905 km

HISTORY OF CREATION



/// The creation of the Mi-26 heavy-lift military transport multi-purpose helicopter by the Mil Moscow Helicopter Plant and its mass-production at the Rostvertol plant was the result of outstanding contributions and work by Russian national scientists, designers, aircraft builders from the aircraft engineering industry. The Mi-26 was designed to replace the Mi-6 and the Mi-10 and to continue the line of Russian heavy-lift helicopters.

1980

THE FIRST FLIGHT OF MASS-PRODUCED MI-26 TOOK PLACE ON OCTOBER 24, 1980

1982

14 WORLD RECORDS WERE SET BY THE MI-26 IN 1982, INCLUDING ONE IN LIFTING CAPABILITY:
An interior payload of 10 tons was lifted to an attitude of 6 400 m.
An interior payload of 15 tons was lifted to an attitude of 5 600 m.
Another interior payload of 20 tons was lifted to an attitude of 4 600 m.
The final record was set when an interior payload of 25 tons lifted to an attitude of 4 100 m

1983

In 1983 a commercial version of the helicopter was created, based on the military version the Mi-26T. Mass production of the commercial version began in January 1985.



The result of the unique development of the Mi-26 was the emergence of the Mi-26T2 helicopter. This aircraft has round-the-clock capability with a reduced crew and up-to-date avionics. The Mi-26T2 helicopter was created by the Mil Moscow Helicopter Plant together with the Rostvertol Plant under the patronage of Russian Helicopters Holding Company.

2011

The Mi-26T2 helicopter made its first flight on February 17, 2011 at the Rostvertol Flight Test Station.

2013

A big contract to supply the Mi26T2 abroad was concluded in 2013.

2014

Preliminary trials and special flight testing were completed in 2014 at the Mil Moscow Helicopter Plant facilities.

2014

Mass-production of the Mi-26T2 helicopter was launched on November 25, 2014

CREATED FOR SUCCESS



/// The Mi-26 helicopter meets and surpasses the latest requirements of international aircraft engineering. Clever solutions in terms of design and technology were applied, incorporating up-to-date scientific and engineering technology.



The Mi-26T2 features an unrivalled lifting capability and is designed for airlifting of heavy machinery and bulky cargoes weighing up to 20 tonnes, either in the cargo compartment or on the external sling. The Mi-26T requires no special maintenance facilities and is designed for long autonomous operation.



ROUND-THE-CLOCK APPLICATION

When the helicopter was being created special attention was paid to provision of round-the-clock applications in simple and adverse weather conditions together with automated day and night en-route-flying capability. The upgraded Mi-26T2 helicopter is an up-to-date transport aircraft with day- and-night capability incorporating up-to-date digital flight and navigation systems and radiocommunication equipment.



CARGO-LIFTING CAPABILITY

It's unique cargo lifting capability, multi-function ability and reliability enable the Mi-26T2 to continuously expand its field of use.

Application versions:

- cargo-carrier (transportation of cargoes in the cargo compartment and/or on external sling
- fire-fighter
- refuelling
- ambulance
- version for evacuation of people in emergency



CARGO-CARRIER

TRANSPORTATION OF CARGO IN THE CARGO COMPARTMENT

The spacious cargo cabin of the Mi-26T2 enables transportation of bulky machinery and cargoes in the helicopter.



CARGO COMPARTMENT DIMENSIONS

Length, m	12,1
Width, m	3,25
Height, m	3,17
Payload volume, m ³	120

The equipment for loading and unloading of the pallets in the cargo compartment can be installed as an option.

The mechanization of cargo handling operations is provided by means of two electric winches and a telfers that enables handling of non-wheeled machinery and cargoes weighing up to 5 700 kg.

Loading is carried out via a cargo door in the tail section of the fuselage with lowering ramp extensions. The helicopter is provided with a clearance adjustment system.

To facilitate loading/unloading of aircraft pallets the helicopter may be equipped with floor loading equipment.

The equipment consists of 12 sections incorporating roller-tracks, side and end tie-down locks as well as shackles to prevent accidental rolling out of the loaded pallets.

TRANSPORTATION OF CARGOES ON THE EXTERNAL SLING

The Mi-26T2s external sling may be used both for transportation of bulky cargoes and unique, difficult to carry items.

The combination of a big lifting capability, high-precision mounting operations and comfortable working conditions in the cockpit make the Mi26T2 irreplaceable when carrying out construction and mounting works in remote and difficult-to-access areas.

The Mi-26T2 is especially suited to the installation of electrical power lines and oil rigs.



MOUNTING

A large lifting capability, high-precision mounting, comfortable working conditions make Mi-26T2 indispensable when carrying out construction and mounting works in remote and inaccessible regions. The Mi-26T2 is irreplaceable during the construction of oil rigs and installation of electrical power lines.

TRANSPORTATION OF CARGOES

When transporting bulky cargoes the Mi-26T2 proves, as a rule, the most efficient and sometimes the only craft fit for the job.



FIRE-FIGHTER

■ The fire-fighting version of the Mi-26T is equipped with a VSU-15A water discharge system on the external sling and is designed for:

- extinguishing and containing of fires in tundra, steep slopes, forests, wooded steppes and mountainous areas
- extinguishing and containing of industrial and domestic fires
- delivery of mobile fire-fighting units, wheeled and non-wheeled vehicles as well as fire-fighting personnel to remote and inaccessible regions

The VSU-15A water discharge system enables the intake of water in hover mode, from any reservoir, lake or area of shallow water.

Water intake and discharge are controlled remotely from the operator's control panel. When required, the VSU-15A can be disconnected and the helicopter can be used for transportation of material and bulky cargoes.

THE FIRE-FIGHTING EQUIPMENT CONSISTS OF

- VSU -15A water discharging device and control panel
- External sling, providing transportation of the VSU-15A
- Emergency release device
- Radios for crew communication with ground fire-fighting divisions

MAIN TECHNICAL DATA

Total weight of water discharging device, m ³	15.0
Adjustable volume, m ³	7, 8, 9, 10, 12.5, 13.5
Time of water in-take of 15 m ³ , sec	10-15
Time of water-discharge m ³ / sec	1
Dimensions of watered area with flight speed 80 km/h and altitude 40 m, width x length, m	12.8 x 330



REFUELLER



The refuelling version is designed for the transportation of different types of fuel (kerosene, diesel) and lubricants. The onboard equipment allows for autonomous refuelling both of aircraft and ground equipment.

THE REFUELING EQUIPMENT CONSISTS OF:

- two carts complete with fuel tanks, pumping equipment, control panels;
- two carts with distribution hoses and fuel transfer counters.

The onboard refuelling equipment installed in the helicopter's cargo cabin is available in two versions: avgas and diesel.

Transported fuel capacity, l	14 040
Lubricants, l	1 040

▀ The refuelling tanks intended for transportation of avgas can also be used as extra fuel tanks to increase the helicopter's ferry range.

AMBULANCE



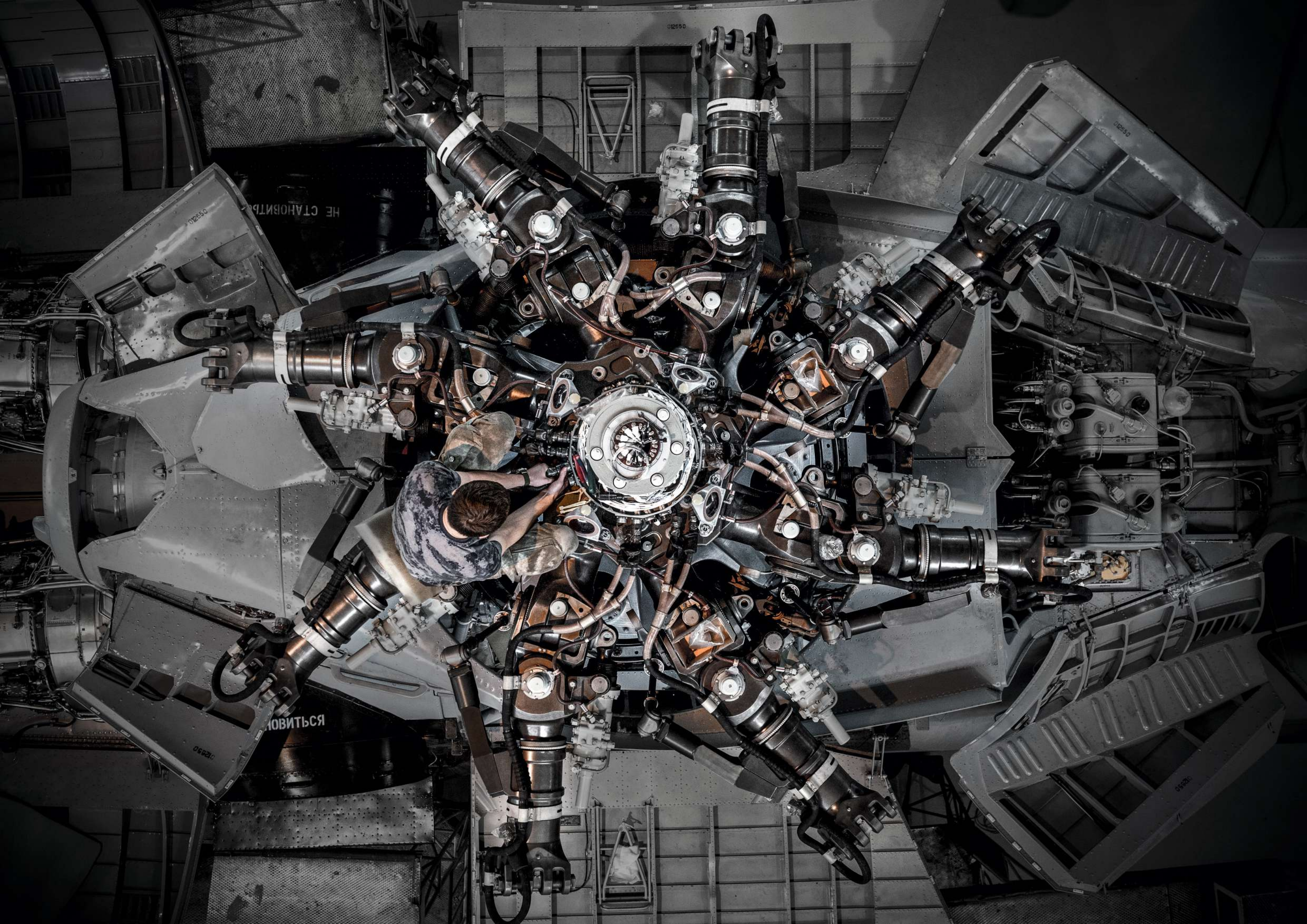
As an ambulance the Mi-26T2 enables transportation of 60 stretchers with three medical attendants.

VERSION FOR EVACUATION IN EMERGENCY



The Mi-26T2 is capable of transporting up to 82 persons for the distance of 800 km. This capability makes the aircraft irreplaceable in case of urgent evacuation of people from an emergency situation. For transportation of people the helicopter can be equipped with 82 removable light-weight seats.



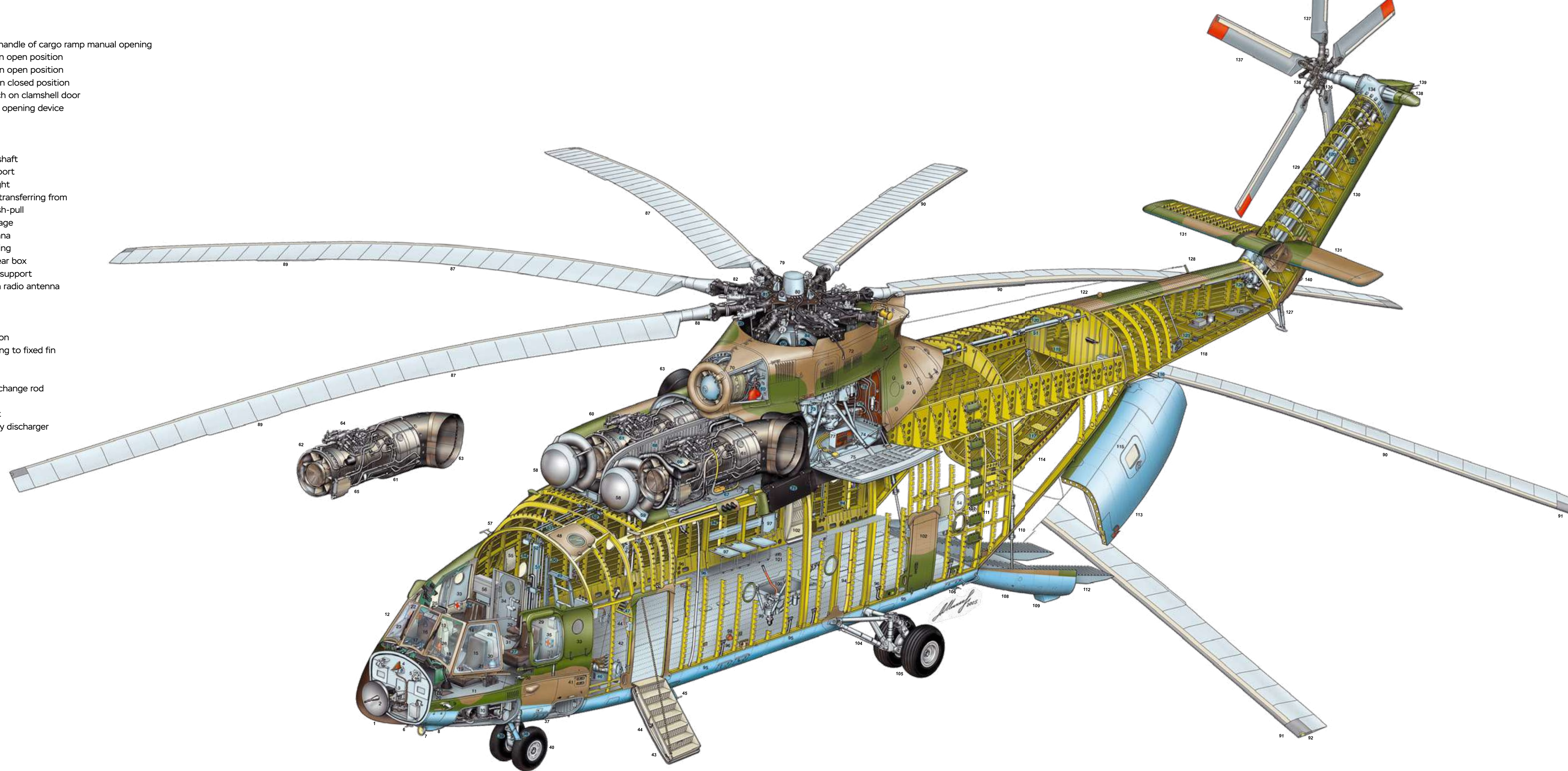


MI-26

1. Radome
2. Radar antenna
3. Radar electronic units
4. I-II-band identification equipment antenna
5. I-band identification system antenna
6. Navigation system antenna
7. Landing light
8. Radio altimeter
9. Pitot head
10. Conditioner
11. Cockpit
12. Windshield
13. Windshield wipers
14. Windshield blister
15. Captain's seat
16. Co-pilot's seat
17. Pilots' instrument panel
18. Cyclic stick
19. Collective pitch control lever
20. Directional control pedals
21. Engines' control sticks
22. Glare shield
23. Suspended armor-plate
24. Navigator's seat
25. Navigator's instruments
26. Portable extinguisher
27. Flight-engineer's seat
28. Flight-engineer's instruments
29. Movable blister of flight engineer
30. Oxygen system
31. Attendants cabin
32. Attendants folding seats
33. Emergency abandon door of attendants compartment
34. Cockpit door
35. Medicine chest door
36. Pitot tube
37. Compartment door of GPU connection
38. Automatic direction finder antenna
39. Nose landing gear (NLG)
40. Main LG wheel
41. Signal flares' unit
42. Cargo compartment
43. Front cargo door
44. Handles and locks of door fixation
45. Command radio station antenna
46. Main cargo cabin winch
47. Auxiliary winch
48. Cargo door for exit to engines
49. Ladder for exit to engines
50. Cargo beam
51. Push-pull control linkage
52. Push-pull control linkage bellcranks
53. Cable control linkage

54. Cargo cabin window
55. Bag for documentation
56. BREO units
57. Pitot tube
58. Dust protection unit
59. Dust protection unit exhaust pipe
60. Engine cowling
61. D-136 turbo shaft engine
62. Engine's compressor
63. Engine's exhaust pipe
64. Engine's components
65. Oil tank
66. Pipe for air intake from engine's compressor for air conditioning system
67. Fuel line and automatic fuel management system
68. Firewall
69. Fire extinguisher bottle
70. Oil cooler of power plant and main gear box
71. Engines maintenance footboard
72. Cowlings of radiator's compartment
73. Main gear box
74. Gear box mount
75. Gear box compartment's ramp
76. Electric generator
77. Junction box
78. Hydraulic system aggregates
79. Main rotor hub
80. Main rotor slip ring
81. Drag hinge
82. Flapping hinge
83. Hydraulic damper of main rotor hub
84. Blade pitch lever
85. Blade pitch rod
86. Swash plate
87. Main rotor blade
88. Blade shank
89. MRB trimmer
90. Blade leading edge section with electro anti-icer
91. Main rotor blade (MRB) tip
92. MRB contour illumination light
93. Service tank No. 9 and 10
94. Oil system pipeline
95. Main fuel tanks
96. Cargo cabin air conditioning pipe
97. Troopers' folding seats in cargo compartment
98. Forward navigation light
99. External load sling
100. External load sling door
101. Cargo attachment point inside cargo cabin
102. Rear emergency ramp of cargo cabin
103. UV-26 chaff and flare launcher
104. Main landing gear (MLG)
105. Main landing gear wheel
106. Navigation system antenna
107. Tail boom ladder
108. Cargo ramp
109. Cargo ramp supports
110. Hydraulic power cylinder of cargo ramp

111. Hydraulic pump handle of cargo ramp manual opening
112. Loading ramps in open position
113. Clamshell door in open position
114. Clamshell door in closed position
115. Emergency hatch on clamshell door
116. Clamshell doors opening device
117. Tail boom ramp
118. Tail boom
119. Tail boom door
120. Tail rotor drive shaft
121. Tail bearing support
122. Anti-collision light
123. Mechanism for transferring from TR pitch control push-pull linkage to cable linkage
124. Altimeter antenna
125. Tail boom opening
126. Intermediate gear box
127. Retractable tail support
128. Communication radio antenna
129. Tail pylon
130. Fixed fin
131. Stabilizer
132. Ramp in tail pylon
133. Tail pylon opening to fixed fin
134. Tail gear box
135. Tail rotor hub
136. Tail rotor pitch change rod
137. Tail rotor blade
138. Navigation light
139. Static-electricity discharger
140. IFF antenna





PARTICULARS OF COMPLETION MI-26T2

▀ The capabilities of the integrated radio and electronic systems and flight-navigation equipment allow for enhanced helicopter operational status and to expand the number of missions as well as delivering round-the-clock deployment.



LASER INERTIAL NAVIGATION SYSTEM
The system is designed for continuous determining of flight and navigation parameters and provides accomplishment of three types of navigation: inertial, hybrid and satellite (based on NAVSTAR/GLONASS satellite navigation systems)

SATELLITE-BORNE RECEIVER
The receiver is designed for determination of navigation parameters based on satellite signals at any place of the Earth, at any time of the day and season of the year, regardless of the weather conditions



HELICOPTER DIGITAL FLIGHT SYSTEM AIDED BY FLIGHT AND NAVIGATION EQUIPMENT PROVIDES:

- Improved helicopter stability and controllability
- Automatic engagement of stabilization of yaw, roll and pitch angles once the captain stops manipulating the control system and automatic suspension of angular stabilization once the captain resumes manipulation of the control system
- Helicopter automatic control in all flight modes



EARLY GROUND PROXIMITY WARNING SYSTEM
The system provides due-time warning of the crew of the proximity to ground and ground obstacles



DIGITAL COMMUNICATION SYSTEM
The radio communication systems of the Mi-26T2 are incorporated into a single digital complex enabling selection of optimized radio frequency band. The communication system of the Mi26T2 helicopter includes three HF and VHF radio stations with antennas, five intercommunication systems, digital integrated communication module, combined control panels, and a public announcement system in the cargo compartment

AIR TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM
The system enables monitoring of the air space of between 9-11 km in radius around the helicopter interrogating all other aircraft and determining a possibility of collision

NAVIGATION AND LANDING SYSTEM
The system is designed for data output of VOR radio beacons when performing en-route flying and data of ILS radio beacons when performing intermediate approach and approach to landing

RANGE-FINDER
The range-finder installed in the aircraft is designed for measuring the slant range between the aircraft and ground beacons of DME/N, DME/P and TACAN systems with possible identification of the selected beacon

▀ The Mi-26T2 helicopters can be operated in various types of terrain and conditions, including high mountainous regions and hot tropical environments.



THE MI-26T2 GLASS COCKPIT INCORPORATING MULTIFUNCTIONAL INDICATORS

The Mi-26T2 has a glass cockpit incorporating five multifunctional LC-indicators, control panels, a set of standby electromechanical instruments and a digital radio communication system which is more advanced compared to its predecessor. The glass cockpit has significantly improved the aircraft ergonomics.

The crew number has been reduced from 5 to 3 persons, if compared to Mi-26(T). Therefore the new aircraft is a cost-effective in terms of economics as it reduces direct operating costs and leads to decrease of costs of flight personnel training and conversion training.

CREW

- Captain
- Co-pilot-navigator
- Flight engineer



THE ATTENDANTS' CABIN

The Mi-26T2 attendants' cabin, if compared to Mi-26 and Mi-26T, features larger dimensions, it is 1 meter longer. There are three seats for the cargo attendants, a seat for the flight engineer and one for the load master. There is also a safe box to keep the crew's weapons and clothes hangers.

To ensure safe and comfortable flight in hot and cold environments the aircraft is equipped with an air conditioning system and heating system for the cargo compartment.

/// **Armour plates are incorporated to protect the crew cockpit against shots from small arms.**

ROUND-THE-CLOCK DEPLOYMENT MI-26T2

/// **For round-the-clock deployment the Mi-26T2 crash helmets are provided with NVGs with III-generation optronic converters ensuring high amplification ratio of image brightness.**



NIGHT VISION GOGGLES PROVIDE:

- safe take-off and landing at night time from unlit and unequipped sites
- piloting at extreme low altitudes (true altitude from 50 to 200 m)
- selection of sites for landing and preparation for landing
- performance of rescue operations both in hover mode and after landing on site
- detection of objects such as electric power line pole, tree, forest boundary etc.



COCKPIT ADAPTATION

Lighting and light annunciation of the helicopter is provided by the Lights which ensure flight and ground operation both day and night with application of night vision goggles or with no NVGs in various illumination environment. The Helicopter's internal and external Lights are NVG adaptable.

The adaptation of the helicopter lights is provided by light emitting diodes installed right in the light guides and light fittings on the instrument and control panels, instruments and dome lights inside the cockpit, search and landing lights, navigation lights, signal lamp-beacons and helicopter blade tip lights.

For the adaptation of light annunciators for use of NVGs the annunciators have been provided with filters which are transparent to IR-spectrum light radiation only.

/// **The new equipment of the multi-purpose Mi-26T2 makes it unrivalled in global helicopter engineering.**

Mi-26 / Mi-26T2



MI-26 AND MI-26T2 - DIFFERENCES

- The Mi-26 along with other versions of application (cargo-carrier, fire-fighter, refueller, ambulance) also has an assault-transport variant.

COMPOSITION OF MI-26 (MI-26T) CREW (5 PERSONS)

- captain
- co-pilot
- navigator
- load master (Mi-26T) or aircraft mechanic (Mi-26)
- flight engineer (Mi-26T) or flight technician (Mi-26)

The helicopter is intended for transportation of military materials, airlift of troops and cargoes inside the cargo cabin or on external sling.

The aircraft is fitted with passive counter measure systems to counter heat-seeking missiles, radar warning receiver as well as pivot mounts to fire from hand-carried weapons.



ON-LINE INTERACTIVE AIRCRAFT MAINTENANCE & OPERATION MANUALS

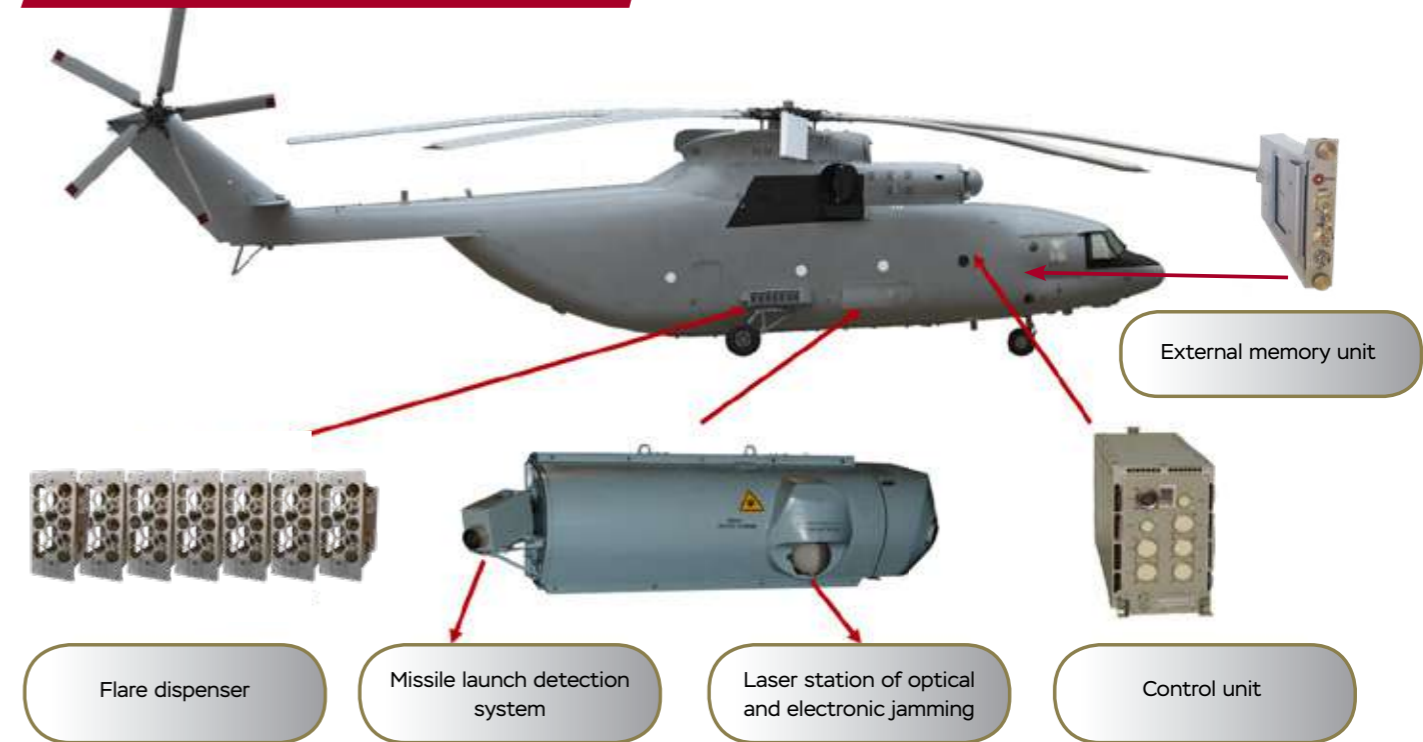


- IT-technologies are intensively used for the production and operation of the Mi-26T2 helicopter. On-line interactive aircraft maintenance & operation manuals have been developed and put into practice.

THE LATTER INCLUDES:

- helicopter Flight Manual
- helicopter and Vendor items Maintenance Manuals
- maintenance Schedule and Task Cards of pre-flight checks and scheduled maintenance procedures
- flight Range and Endurance Calculation Manual
- weight and Balance Manual
- parts and Assembly Units Catalogue
- catalogue of Ground Servicing Equipment, Ground Test Equipment, Tools and Consumables
- wiring Diagram Manual
- maintenance Schedules of Vendor items
- vendor items Parts Catalogue

PRESIDENT-S ON-BOARD COUNTER MEASURE SYSTEM



- Upon the customer's wish the Mi-26T2 helicopter may be equipped with the president-s counter measure system.

The on-board counter measure system is intended for Mi-26T2 helicopter protection against missiles launched from man-portable air defence systems (MANPADS) by detecting the threats and counteracting the attacking means.

COMPOSITION OF PRESIDENT-S COUNTER MEASURE SYSTEM

- missile launch detection system
- laser station of optical and electronic jamming
- external memory unit
- flare dispenser
- control unit
- external memory

The missile launch detection system is designed for the detection of incoming attack missiles based on engine plume, selection of attacking missiles among false signals and transmission of threats data and its angular coordinates to the control unit of counter measure system. Laser station of optical and electronic jamming is designed for helicopter protection against heat-seeking missiles by generating laser emission.

The flare dispenser is designed to dispense decoys ensuring protection of the helicopter against heat-seeking missiles. The control unit is designed for receipt and processing of data coming from counter measure system and BREO system components, output of control commands to counter measure system components and data to BREO system in order to counteract enemy attack by MANPADS by generating laser emission and dispensing flares from 50-mm cartridges. The external memory unit is used for storage of special software, recording and storage of data to be processed by computer-based test means of counter-measure system.

TACTICAL AND TECHNICAL CHARACTERISTICS

ENGINE

2xD-136
Max take-off power, h.p. 2 x 11 400

TAKE-OFF WEIGHT

Normal, kg 49 600

Maximum, kg 56 000

Empty weight, kg 28 900

SPEED

Max, km/h 255

Cruise, km/h 295

LIFTING CAPABILITY

In cargo compartment, kg up to 20 000

On external sling, kg up to 20 000

CEILING AT NORMAL TAKE-OFF WEIGHT

Hover OGE, ISA (not less), m 1 520

Service, ISA (not less), m 4 600

ENDURANCE

No extra fuel tanks, km 800

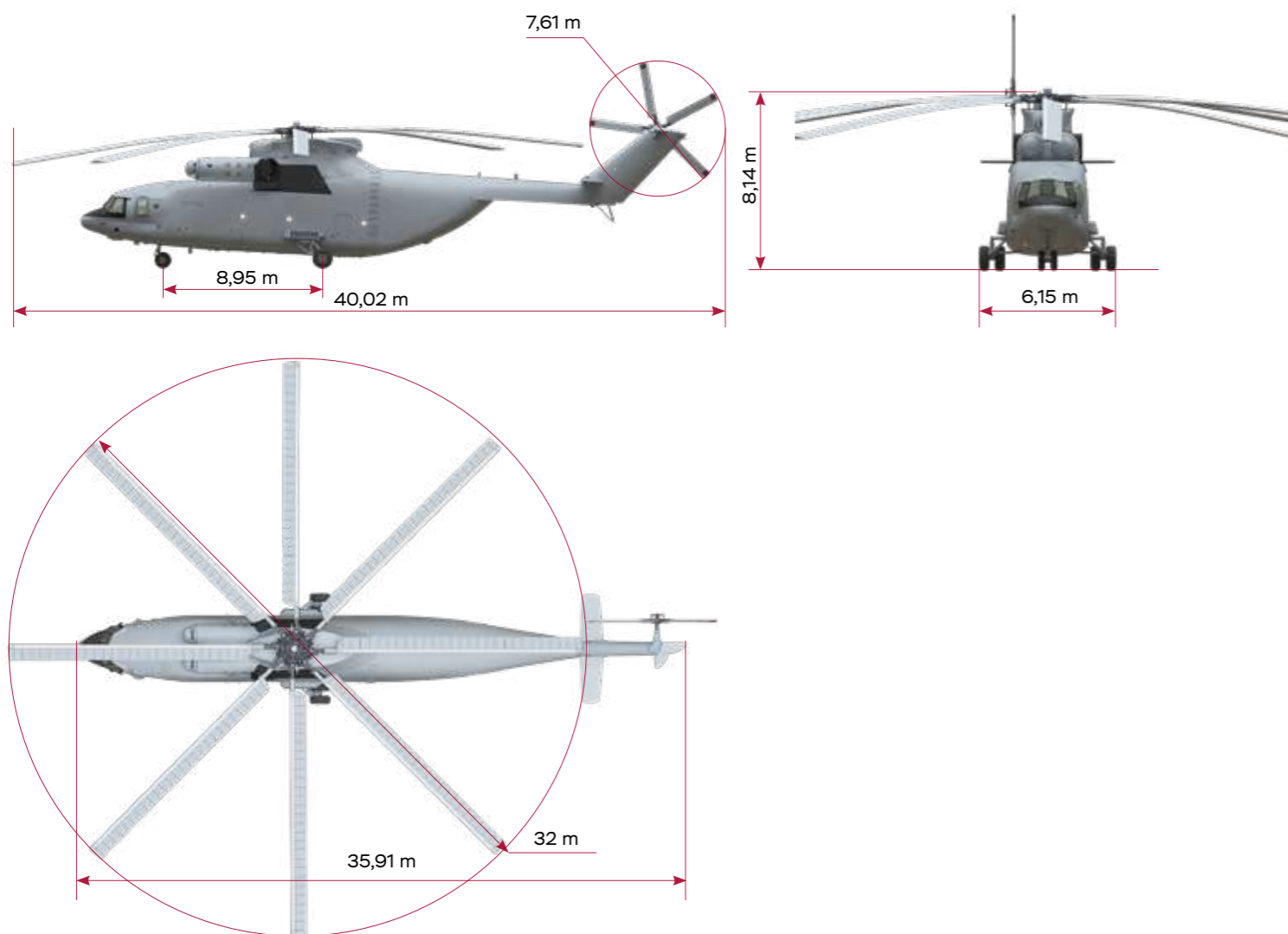
With 4 extra fuel tanks, km 1 905

CARGO CABIN DIMENSIONS

Length, m 12,1

Width, m 3,25

Height, m 3,17





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