



Press release

Mi-38 with Russian TV7-117V engines makes first flight

Moscow, 17 December 2013

Russian Helicopters and United Engine Corporation (UEC), subsidiaries of Oboronprom, part of State Corporation Rostec, announce the successful start of testing of the third prototype Mi-38 helicopter fitted with Russian-built TV7-117V engines. The new engines have been specially developed for the new transport and passenger helicopter by Klimov, a UEC company.

The third prototype of the Mi-38 made its first flight on 29 November 2013. As part of its testing plan, the Mi-38 completed a circuit of the flight-testing centre of Mil Moscow Helicopter Plant, the Russian Helicopters company that developed the helicopter, at the National Helicopter Development Centre in the Moscow region town of Tomilino. The Mi-38 with new Russian-built TV7-117V engines first took to the skies on 13 November when it completed testing in hover mode.

The positive test results open the way for a swift transition to the start of in-house certification tests to Russian AP-29 standards.

“The Mi-38’s first flight is the successful result of collaboration between Russian helicopter constructors and engine-builders. The Mi-38 represents a new generation of helicopters that provide the highest standards of safety and comfort,” said Russian Helicopters CEO **Alexander Mikheev**. “Thanks to its TV7-117V engines, the Mi-38 has a significantly broader range of potential applications, which will give it an additional competitive edge and make the helicopter even more attractive to both existing and new customers.”

“The creation of the TV7-117V engines is one of UEC’s core projects,” said UEC CEO **Vladislav Masalov**. “The new engines deliver increased power and fuel efficiency. Construction of a test batch of the TV7-117Vs will begin shortly for certification testing, which is planned for the end of 2014.”

The new turboshaft TV7-117Vs generate thrust of 2,500-3,000 hp and are based on the TV7-117 turboprop engine, with which they are more than 90% compatible. The TV7-117V improves safety by making emergency power of 2,800-3,750 hp available when necessary. The engine features a new FADEC system using the BARK-12 or BARK-57 electronic engine control unit.

The use of the TV7-117Vs on the pre-production Mi-38 is the result of successful work by the experimental design group, most notably in developing a connecting unit between the main rotor



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gearbox and the engine, optimising the cooling systems for the engine and main gearbox, and improving the automatic engine management system.

The multirole Mi-38 can be used for cargo, passenger and VIP transport, and can also serve as a flying hospital and for offshore operations.

Thanks to its spacious cabin, low levels of noise and vibration, and numerous innovative features, the Mi-38 offers the highest levels of comfort of any machine in its class. Other competitive advantages include high cruising speed of 295 km/h and range of 1,200 km. In addition, the Mi-38 surpasses other helicopters in its class in terms of cargo-lift, passenger capacity and other flight capabilities.

The second prototype Mi-38 fitted with Pratt & Whitney Canada Engines completed its first flight on 24 December 2010, and has produced outstanding results during extensive testing in 2012-2013. At the 14th FAI World Helicopter Championship (held on 22-26 August 2012 near Moscow) the helicopter set a new altitude record in the E-1h category (the FAI category for helicopters between 10,000 kg and 20,000 kg), climbing to more than 8,600 m.

Certification of the Mi-38 is expected to complete in 2015. Serial production is planned for 2015 at Kazan Helicopter Plant, a Russian Helicopters company, where the fourth prototype of the helicopter – the final one before the launch of serial production – is currently being assembled. The fourth prototype will be fitted with a shock-resistant fuel system by Aerazur and enlarged window openings. Serially produced Mi-38s are planned to be fitted with Klimov TV7-117V engines.

Mi-38 third prototype first flight video: <http://youtu.be/ohCGEUN60m4>

Russian Helicopters, JSC is a subsidiary of UIC Oboronprom, which in turn is a part of State Corporation Rostec. It is one of the global leaders in helicopter production and the only helicopter design and production powerhouse in Russia. Russian Helicopters is headquartered in Moscow. The company comprises five helicopter production facilities, two design bureaus, a spare parts production and repair facility, as well as an after-sales service branch responsible for maintenance and repair in Russia and all over the world. Its helicopters are popular among Russian ministries and state authorities (Ministry of Defence, Ministry of Internal Affairs, Emergency Control Ministry), operators (Gazpromavia, UTair), major Russian corporations. Over 8000 helicopters of Soviet/Russian make are operated in 110 countries worldwide. Traditionally the demand is highest in the Middle East, Africa, Asia-Pacific, Latin America, Russia, and CIS countries. Russian Helicopters was established in 2007. In 2012 its IFRS revenues increased 21% to RUB 125,7billion. Deliveries reached 290 helicopters.

Klimov is the world-known leading Russian developer of gas turbine engines. Klimov has its own design bureau as well as state-of-the-art manufacturing and testing facilities. It is the only company in Russia that provides a complete

*For more information about Russian Helicopters, please visit
www.russianhelicopters.aero*



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cycle of gas turbine engine development, from concept generation to certification. Klimov is a part of United Engine Corporation, a subsidiary of OBORONPROM Corporation.

United Engine Corporation is a subsidiary of OBORONPROM Corporation. More than 85% of the leading companies specializing in the development, mass production, and aftersales servicing of gas turbine technology are integrated into UEC, as well as companies — selectors of the industry. One of UEC's priority directions is implementing comprehensive programs for developing companies by implementing new technologies that meet international standards

OBORONPROM Corporation is a multi-profile industrial and investment group, a part of Russian Technologies State Corporation. Its main tasks include: helicopter engineering (Russian Helicopters) and engine-building (United Engine Corporation).

Rostekhnologii State Corporation (Rostec) is a Russian corporation established in 2007 in order to facilitate the development, manufacturing and export of high-technology industrial products of military and civil purposes. Today it comprises over 663 companies, which form 8 military-industrial and 5 civil industry holdings. Rostec's subsidiaries are located in 60 regions of Russia and supply their products to over 70 countries worldwide. In 2012 revenues of the Corporation amounted to RUB 931 billion, net profits were RUB 38.5 billion and total taxation exceeded RUB 109 billion.

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