

Eurocopter EC models

The EC multi purpose family of helicopters are fruit of the cooperation between Eurocopter, Catic of China and Singapore Tech. Aerospace.

□ EC 120 Colibri



Program for a new light single-engine helicopter started in 1992. After some problems with the chinese production line and issues about certifications first deliveries took place on 1998

□ **News:** [200 units](#), [Delivery of the 100th](#), [15 for Spanish Air Force](#), [Delivery of the 400th](#),

First Flight: 9jun95 (F-WWPA)

Crew: 2+4

Engine: 1 Arrius 2F of 504 shp

Weights: empty 960 kg, Max.1800

Cargo: 2.94 m3

Speed: 200 Km/h Max.278

Ceiling: 6096 m

Max Range: 770 km

[Cockpit](#)

[Views](#)

□ EC 130 B4 Ecureuil / AStar



Photo by Luc Jerome

First unveiled at Heli-Expo 2001, the B4 in spite of being the newest member of the [AS 350](#) series is in fact a hybrid aircraft incorporating components of the EC 120B and a fenestron tailrotor identical to that of the EC 135 featuring a larger cabin than previous Ecureuils

□ **News:** [100th Ecureuil B3](#), [3000th Ecureuil/AStar](#)

First Flight: 21jun99 (F-WQES)
Crew: 2+7
Engine: 1 Arriel 2B1 of 847 shp
Weights: empty 1370 kg, Max.2800
Cargo: 3.70 m3
Speed: 150 Km/h Max.287
Ceiling: 7010 m

[Cockpit](#) [Views](#)

□ **EC 135 / 635 P1 / T1**



Appeared in 1994, this lightweight twin-engine multi-role helicopter incorporates newest technology like a bearingless main rotor (BMR), high

First Flight: 15feb94
Crew: 2+7
Engine: T1: 2xArriel 2B1 of 413 shp or P1:2xPratt & Whitney PW206B

performance main rotor blades and low noise ducted tail rotor (Fenestron).

- **News:** [LBA IFR certification](#), [100th EC135](#), [Austria](#), [Swedish Police](#)

Weights: empty 1490 kg, Max.2900
Cargo: 6.10 m3
Speed: 234 Km/h Max.278
Ceiling: 5180 m

[Cockpit](#) [Views](#)

the **EC 635** (16jun01) is the military variant of the EC 135 developed for [Portugal](#)

- **EC 145**



Last development of the Kawasaki/MBB [BK 117](#) includes many of the upgrades realized in the EC 135. Stretching the fuselage created a 205-cu-ft cabin volume compared to the 120-cu-ft interior volume of prior versions.

In 2006, was selected as the [UH-72A](#) by US Army LUH program

First Flight: 12jun99
Crew: 2+7
Engine: 2 Arriel 1E2 of 493 shp
Weights: empty 1800 kg, Max.3585
Cargo: 6.84 m3
Speed: 235 Km/h Max.278
Ceiling: 5400 m

- **EC 155**

The 155 is the upgraded [Dauphine](#)

- **EC 225 / 725**

The 725 is an upgraded [Super Puma](#) (originally known as the AS 332L2 Mk II+) developing for the French military and the 225 is the civil edition.

- **EC 665** [Eurocopter Tiger](#)

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- [9 EC-635 for Portugal](#) *Oct 22, 1999*
- [EC 135 Receives LBA IFR Certification](#) *Dec 10, 1999*
- [Eurocopter delivers the 100th Ecureuil/Astar B3](#) *Dec 14, 1999*
- [11 civilian EC135 order from Austria](#) *Sep 27, 2000*
- [EC 135 for the Swedish Police](#) *Nov 2, 2000*
- [EC120B Colibri reaches 200 units](#) *Nov 16, 2000*
- [Ecureuil / Squirrel / AStar / TwinStar 3000th](#) *Feb 11, 2001*
- [Portugal cancels EC 635 contract](#) *Aug 23, 2002*
- **UH-72A** [US Army selects Eurocopter UH-145 for its LUH Requirement](#) *Jun 29, 2006*
- **U.S. Customs and Border Protection** [takes Delivery of its first EC120](#) *Jul 14, 2006*
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