

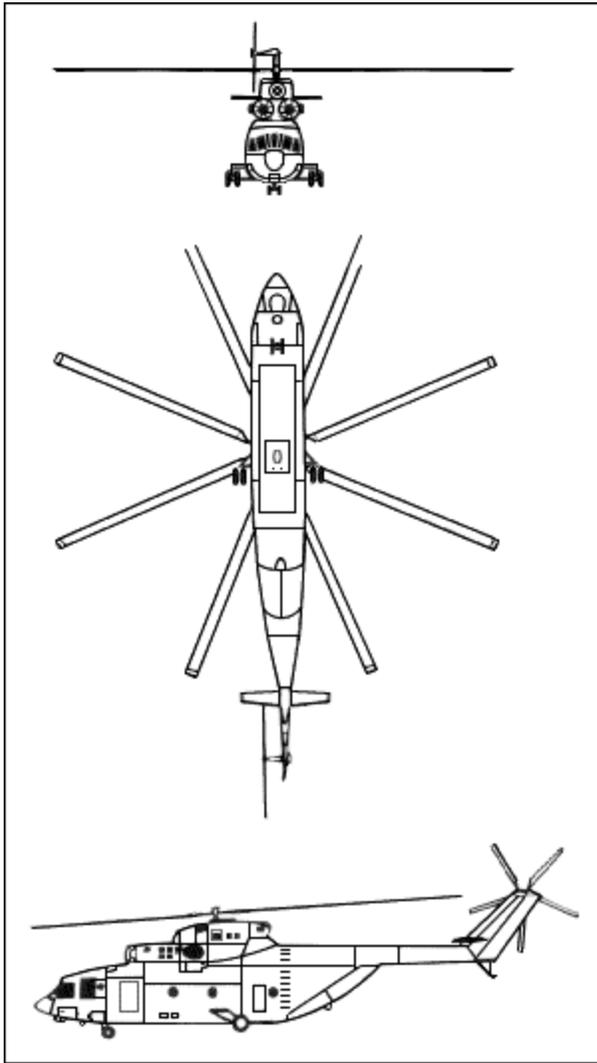
Heavy Transport Helicopter

Mi - 26



Entered service in	1980
Crew	5
Dimensions and weight	
Weight (empty)	28 000 kg
Maximum take off weight	56 000 kg
Rotor diameter	32 000 mm
Cargo load	
Maximum slung load	20 000 kg
Passengers	82 full equipped or 60 stretched
Engines	
Engines	2 x D-136 turboshaft
Engine power	2 x ~9 000 - 10 000 hp.
Maximum speed	295 km/h
Flight range (with normal load)	800 km
Maneuverability	
Hovering ceiling	1 700 m
Service ceiling	4 600 m





The Mi-26 Heavy Military Transport Helicopter made its first flight in 1978. This helicopter was intended to carry passengers and cargo in the cargo cabin or large cargo on the external slung. The Mi-26 "Halo" was intended to replace the Mi-6 Heavy Transport Helicopter which had lower useful cargo load and smaller cargo compartment as the analysis of the new and perspective Soviet Army infantry vehicles showed that 80 - 90% of all motorized infantry division cargo must be transported by helicopters.

The Mi-26 has an 8-blade main and 5-blade tail rotors consequently. The helicopter features low weight level of the main systems and devices. The main rotor has steel longeron, fiberglass frame and special paper thinned blades. Such blade has weight of 375 kg compared with 705 kg on the Mi-6. A special titanium abrasive shoes provide erosion wear protection. This method was first used in helicopter building.

To increase the main rotor aerodynamic characteristics in drift regime blades were completed with various profiles. Such blade aerodynamic scheme allowed to increase the main rotor pull power in drift regime. A heavy planetary main reducer scheme was replaced by a lighter 3-stage multischeme.

Composite materials are used in fuselage design such as a special alloy which has a 26% lighter weight comparing with usual aluminum alloys. The helicopter features special cabin shape and new tail boom connection scheme.

The Mi-26 "Halo" high fuel economy is reached by its aerodynamic improvements and usage of the new D-136

turboshaft engine. The D-136 in its weight to power ratio is among the best helicopter engines of the world and is unique in the fuel economy. Mi-26 has increased capacity built-in fuel tanks. Fuel capacity increased from 8 600 l to 11 600 l compared with the Mi-6 Heavy Transport Helicopter. This feature allowed to increase flying range with usual load up to 800 km.

A number of fairings are installed on the helicopter to optimize fuselage streamlines. Helicopter designers rejected wings and external fuel tanks. Engines are also fitted with additional fairings to increase fuselage streamlines. A tail boom was completed as a keel. It has a square of 11 m². An unoperated stabilizer was placed at the rear boom to increase longitudinal stability. This stabilizer was placed out of the main rotor reach.

Helicopter is fitted with a three channel autopilot.

The Mi-26 "Halo" Heavy Transport Helicopter carries up to 20 000 kg cargo on the external slung. It can carry 82 passengers or 60 wounded stretched soldiers.

The helicopter has no armament and was also produced in civil versions.

Main features

Great cargo carrying capabilities including cargo weight and flight range. High-economy engine which is unique in it's class.