

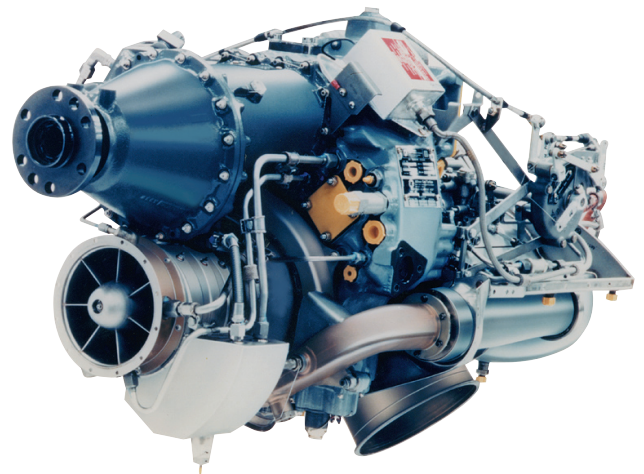
Model 250-B17F

Power for the B-N Group BN-2T, Extra EA-500, Grob G 140TP, Fuji T-7, O&N Aircraft Cessna P-210 conversion, Tradewinds Turbines Propjet Bonanza and Vulcanair A-Viator

The Model 250-B17F turboprop engine series represents the latest refinement of a rugged and highly reliable small turboprop engine. The B17 series is the turboprop engine of choice for general aviation and light turbine trainer installations. Current applications include: B-N Group BN-2T, Extra EA-500, Grob G 140TP, Fuji T-7, O&N Aircraft Cessna P-210 conversion, Tradewinds Turbines Propjet Bonanza and Vulcanair A-Viator.

First certified as the B15G, this turboprop engine has benefited from the same product improvements as the Model 250 turboshaft engines. B17F operators also have access to the Rolls-Royce Model 250 FIRST network of worldwide authorized repair and overhaul centers.

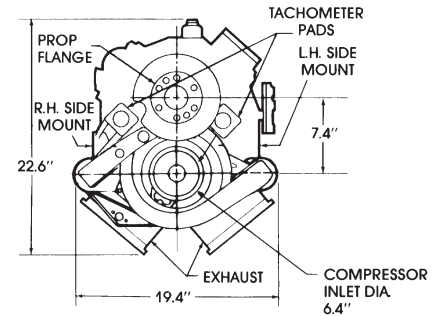
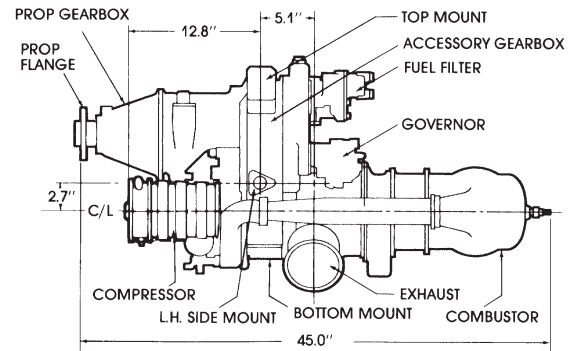
- **Rugged, reliable and refined**
- **Extremely quiet and smooth**
- **Multi-fuel capable**
- **Excellent power-to-weight ratio**
- **Optional Beta valve for propeller reversing**
- **Single and twin engine applications**
- **Aerobatic versions available**
- **Low direct operating cost**
- **Model 250 FIRST network of worldwide authorized repair and overhaul centers**



Model 250-B17F



Model 250-B17F installation design



Model 250-B17F basic engine specifications

Model 250	B17F
Weight	205 lb
Power / weight ratio	2.2:1
Airflow	3.82 lb/sec
Pressure ratio	7.9:1
Design speeds @ 100% rpm	
Power output shaft	2,013 rpm
Gas producer rotor	50,970 rpm
Power turbine rotor	33,290 rpm
Fuels	JP-4, JP-5, JP-8, ASTM-1655, Type A, A1, B
Oils	MIL-PRF-7808, MIL-PRF-23699, DOD-85734
Type certificate number	E10CE

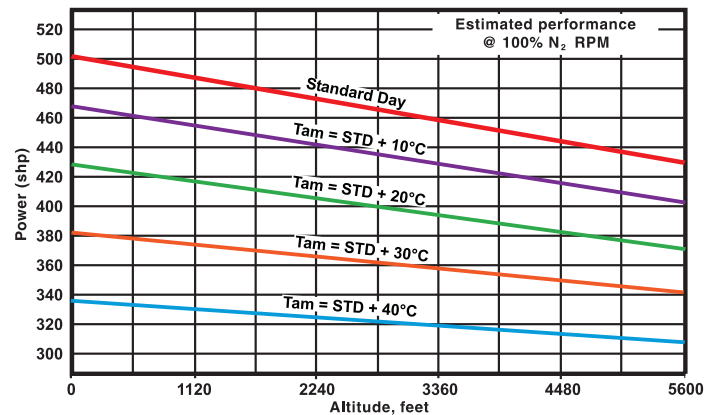
Model 250-B17F performance

Sea level static rating	Minimum thermodynamic shaft horsepower	Measured gas temp. °C	Sfc lb/shp-hr (max)
Model 250-B17F			
Takeoff*	450	810	0.613
Normal cruise	380	752	0.635
Cruise A (90%)	377	-	0.637
Cruise B (75%)	314	-	0.673
Flight idle	35 EST	440 ±60	75 lb/hr

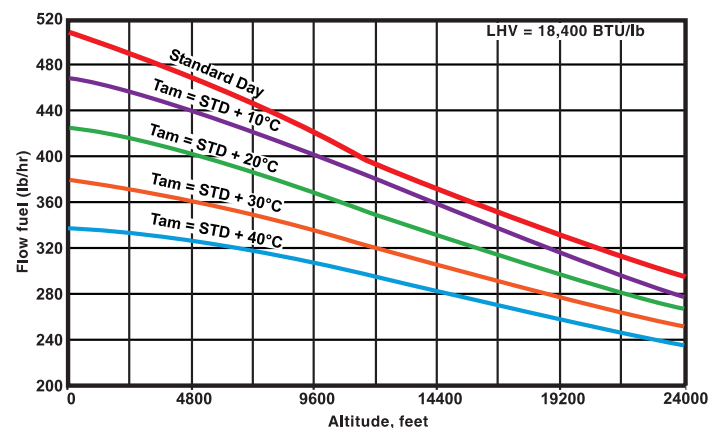
* Measured gas temperature for takeoff up to 810°C is permitted provided maximum torque limit is not exceeded



Model 250-B17F shaft horsepower at takeoff



Model 250-B17F fuel flow at takeoff



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