COMING SOON

Robinson R44 Raven II

Milan, Italy



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	No

LOT	AUCTION	BRAND	CATEGORY
#179	#150	Robinson	Aircraft

BIDDING CLOSES	SELLER
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DESCRIPTION

When Frank Robinson set out to build a light four-seat helicopter, the civil rotary market was divided between costly light turbines and underpowered light pistons that lacked true four-seat capacity. The R44 redefined general aviation rotorcraft by delivering 115-knot cruise speeds and four-place utility at a fraction of turbine operating costs. Among the variants, the R44 Raven II stands out as the definitive iteration of the platform, combining fuel-injected horsepower with improved hot-and-high performance that elevated it into the world's best-selling civil helicopter.

Introduced in 2002, the Raven II was Robinson Helicopter Company's answer to operators seeking better payload and high-density-altitude performance without making the financial jump to a turbine engine. By replacing the carbureted powerplant of earlier variants with a fuel-injected Lycoming IO-540-AE1A5, Robinson eliminated carburetor icing concerns and secured a 245-horsepower takeoff rating. Coupled with standard hydraulic flight controls, redesigned main rotor blade tip caps, and a robust 28-volt electrical system, the Raven II proved that piston helicopters could handle serious transport, training, and commercial utility duties day after day.

Quick facts

What makes the Raven II the benchmark four-seat piston helicopter?

The Raven II balances operating economics with genuinely useful performance. Where earlier light piston rotorcraft forced hard choices between fuel quantity and passenger count, the Raven II allows four average-sized adults to cruise at speeds competitive with light twin-engine fixed-wing aircraft while maintaining a practical operating range. The fuel-injected engine ensures precise fuel distribution across all six cylinders, offering smoother operation and cleaner throttle response while eliminating the pilot workload associated with managing carburetor heat in humid or marginal weather conditions.

Additionally, the Raven II's standard hydraulic power steering system transforms flight handling characteristics. By isolating cyclic and collective control feedback, hydraulics significantly reduce pilot fatigue during long cross-country flights or prolonged hover maneuvers. The upgrade to a 28-volt electrical system also opened the door for high-draw modern avionics, advanced flight displays, and factory-installed air conditioning—features once reserved exclusively for multi-million-dollar turbine machinery.

Powerplant, systems and technical highlights

- Fuel-injected six-cylinder Lycoming IO-540-AE1A5 engine, derated to 245 hp for 5-minute takeoff power and 205 hp continuous operation.
- Standard hydraulic flight control system eliminating cyclic and collective feedback forces for smooth, low-effort handling.
- High-inertia two-blade main rotor system with stainless steel skin and aerodynamic tip caps to optimize rotor efficiency and reduce flyover noise.
- 28-volt electrical system providing ample capacity for high-draw avionics packages, landing lights, and optional cabin air conditioning.
- Factory-fitted crashworthy bladder fuel tanks designed to minimize post-impact fuel spillage.
- Tri-hinged underslung main rotor hub designed to minimize hub bending stresses during maneuvering flight.

How it compares

Performance figures and operating specifications for the Bell 206B-3 JetRanger III represent typical values and vary based on installation, operating weight, and atmospheric conditions.

Honest ownership note: Prospective R44 owners must plan around the rigid 12-year/2,200-hour major overhaul cycle mandated by Robinson Helicopter Company. Regardless of whether an airframe reaches 2,200 flight hours

or 12 calendar years first, a comprehensive factory or authorized service center overhaul of the airframe, engine, dynamic components, and rotor blades is required. Pre-purchase inspections should focus closely on main and tail rotor blade condition (checking for blade skin debonding or corrosion), compliance with bladder fuel tank service bulletins, mast nut torque records, and exhaust system integrity. Operators must also respect the specific regulatory requirements of SFAR 73, which mandates specialized initial and recurrent flight training regarding low-G mast bumping precautions and energy management in two-blade teetering rotor systems.

Exterior and cabin

Exterior

- Distinctive teardrop cabin profile designed for aerodynamic efficiency and wide-angle visibility.
- Raised tail boom structure with enclosed driveshaft feeding a high-mounted two-blade tail rotor for ground safety.
- Tubular steel skid landing gear with optional ground handling wheel attachments and available pop-out float configurations.
- Exposed teetering main rotor head assembly with stainless steel droop stops and trim straps for ease of preflight inspection.

Cabin and cockpit

- Four individual individual seats clad in leather or velocity fabric with integrated storage compartments under each seat bottom.
- Signature center T-bar cyclic control stick allowing clear legroom and easily shared or removed dual flight controls.
- Low cabin door sill height providing unobstructed entry and exit for pilot and passengers.
- Unmatched 180-degree forward and lateral field of view through broad acrylic bubble windshields and door windows.

Is the Robinson R44 Raven II right for your mission?

- Private owner-pilots seeking a fast, dependable cross-country machine capable of taking friends or family on real trips.
- Commercial operators and flight schools requiring a proven, cost-effective platform for advanced dual instruction, pipeline patrol, or photo flights.
- Utility and agricultural operators looking for an agile, low-overhead piston platform with solid high-altitude hover performance.

The Robinson R44 Raven II remains the benchmark standard of piston helicopter design, effectively bridging the gap between light two-seat trainers and complex turbine platforms. By combining fuel injection, hydraulic controls, and reliable cruise speeds inside a practical, uncluttered airframe, it offers impressive mission versatility per aviation dollar. For operators who respect its maintenance schedule and operating characteristics, the Raven II provides an exceptionally capable, liquidity-proven rotary-wing asset.

SPECIFICATIONS

General Information

Model	**Robinson R44 Raven II**

Engine & Power Systems

Engine Type	Lycoming IO-540-AE1A5
Propeller Type	Two-blade main and tail rotor system

Avionics & Equipment

Avionics	Standard VFR panel with optional Garmin GTN glass flight deck integration

PHOTOGRAPHS

3 of 4 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/robinson-r44-raven-ii

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