

2018  Bell 407GX_i S/N: 54813, N88EG





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Airframe Total Time: 1465 Hours

Engine Total Time: 1016 Hours*

Summary – One Corporate Owner Since new, Corporate Background (No Charter), Attractive Aircraft in Very Good Condition, Always Hangared, Professional Pilot, Service Center Maintained, No Damage History, All AD's, Mandatory Bulletins Complied With, Component/Inspection Status report available on request.

Engine: Rolls Royce 250-C47E/4, 862 SHP

Dual FADEC (Full Authority Digital Engine Control)

*A new engine installed at 450 TT due to bearing AD.

Interior: Corporate Two-Tone Grey Leather Seats with Matching Gray Carpets. Executive Soundproofing.

Exterior: Black Metallic with White and Gray Accents. Registration in changeable Vinyl Letters



2021 BELL 407GX_i - S/N 54813, N88EG - Configuration

Bell 407GX_i Basic Aircraft

- Glass Cockpit - G1000H NX_i (Garmin)
- Tail Rotor Camera
- 28 Amps Battery
- Dual Controls
- High Skid Gear with Flitesteps
- Aux Fuel Tank (19 Gal)
- M/R Blades - High Visibility Paint Scheme
- Wire Strike Protection System
- Rotor Brake
- LED Lighting (Interior & Exterior)
- 5250 lbs Max.Gross Weight

Features & Customizing

- Autopilot 2 Axis Coupled (Bell)
- Radar Altimeter - GRA 55
- HTAWS
- Traffic Avoidance System - GTS 800 TAS (Garmin)
- Air Conditioner with Dual Forward Evaporators
- Headliner with AC Outlets and Reading Lights
- Bleed Air Heater
 - with Windshield & Chin Bubble Defrost
- Night Scanner Adjustable Landing Light
- IBF- Inlet Barrier Filter with Access Door

- Combination LED Strobe/Position Light (2 Left/Right Horizontal Stab) (Whelen)
- Pre-Flight Kit Includes (4) Step Handles (2) Folding Maintenance Steps
- Corporate - Interior Trim
- Corporate - Soundproofing
- Corporate - Passenger and Crew Seats w/Aft Seat Folding Armrest
- AA Windows with Slider Window Locks
- Rubber Mounted Chin Bubbles
- Provisions for Cargo Hook
- Baggage Compartment Spacemaker & Cover
- Artex C406-NHM ELT with PGM Adaptor
- Quick Release Pins – Crew Doors
- Pneumatic Door Openers (5)
- Cockpit/Cabin Floor Protector Kit
- Cockpit/Cabin Call Light
- Expanded Avionics Shelf
- 7 Place VOX ICS with 7 Bose LEMO jacks
- 4 Bose A20 Headsets with Bluetooth
- 6 USB Power Outlets - Cockpit and Passengers
- Locking Fuel Cap
- Crew Assist Handles

The Garmin G1000H® NXi Integrated Avionics System in the Bell 407GX_i has been designed to improve situational awareness and reduce pilot workload through easy to read displays of critical flight information, tuning of communication and navigation frequencies, and simple flight planning management. The Bell 407GX_i's standard configuration G1000H® NXi includes the Synthetic Vision System (SVS) and initial installation of the HTAWS and Navigation database [1]. The system has two SD card slots to facilitate data Input/Output tasks such as flight plan and database uploading or critical flight data downloads. The system takes advantage of the latest in display, computer processing, and digital data bus technology to provide a high degree of redundancy, reliability, and flexibility.

The main components of the Garmin G1000H® NXi

- Two 10.4" (26.4 cm) GDU 1050H high definition LCD displays (interchangeable PFD/MFD)
- Two GIA 64H Integrated Avionic Units, including:
 - GPS / WAAS Receiver
 - VHF COM Transceiver
 - VHF NAV and Glideslope Receivers
 - Aural Alert Generation
- GEA 71HB Engine and Airframe Unit (signal processing of engine parameters and major system sensors)
- GSU 75 Air Data and Attitude Heading Reference System and GMU 44 Magnetometer
- GMA 350Hc Audio System [2]
- GTX 335R Extended Squitter (ES) Mode S Transponder

Notes: [1] Database subscription updates are the responsibility of the owner/operator.

[2] Integrated Marker Beacon Receiver capability is available with customizing of a Marker Beacon Antenna, and 3D Audio capability is available with customizing of stereo headsets.



Actual Panel

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BELL 407GX Autopilot Kit *(Reference Bell Product Specifications)*

The 2-axis autopilot kit is a Bell 407GX alternative to other third-party autopilots currently on the market for Bell 407 aircraft. It features greater capabilities at a lower cost and is the only kit that is fully-integrated with the Garmin G1000H™ avionics suite to display autopilot modes, hold references, audio alerts and CAS messages. This kit provides enhanced lateral and longitudinal stability in low-speed flight and a cyclic force trim release switch, a beep reference switch, pitch/roll/yaw hands-on stability augmentation, and pilot-initiated automatic recovery.

The modes and annunciations of the Bell 407GX autopilot include:

- Autopilot (AP) Modes
 - Attitude hold
 - Heading hold
- Coupled AP Pitch Axis Modes
 - Altitude hold
 - Altitude preselect
 - Airspeed hold
 - Glideslope capture and track (with Radar Altimeter installed)
- Coupled AP Roll Axis Modes
 - Heading select
 - FMS flight plan following
 - VOR capture and track (with Radar Altimeter installed)
 - Localizer capture and track
- PFD Annunciations
 - Pitch/Roll mode indications
 - Beep/Hold references
 - Out-of-Detent indications
 - AFCS-related CAS messages

The Bell 407GX autopilot Stability and Control Augmentation System (SCAS) significantly reduces pilot workload by providing precise control during all modes of flight, regardless of wind conditions or the aircraft's center of gravity. It also features a recovery mode which allows the aircraft to safely exit inadvertent IMC or unusual attitudes if a pilot loses visual reference due to limited visibility conditions. Upon initiating the autopilot "Go Around" mode using the collective or mode panel switch, the Bell 407GX autopilot system will level the pitch and roll attitude of the aircraft. The pilot can then apply power using the collective for a wings-level climb at best climb rate airspeed (70 KIAS) to safely navigate through the appropriate emergency or initiate a go-around procedure.



Bell 407GX Flight Deck with Autopilot



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EXECUTIVE SEATING AND INTERIOR TRIM

According to Bell Product Specifications

The executive cabin seating consists of five 'overstuffed style' seats with individual seat belts and single strap shoulder harnesses, arranged with two extra wide forward facing outboard seats and a middle seat for occasional use across the rear of the cabin (with a fold down arm rest between the outboard seats) and two individual rearward facing seats aft of the cockpit. The seats are two-tone gray leather with color coordinated seat belts. The executive interior trim consists of full plastic closeouts on all airframe areas, fabric covered outboard headliner blankets, and armrests covered with color coordinated leather. The flooring is gray 100% wool cut pile carpet.



Actual Interior

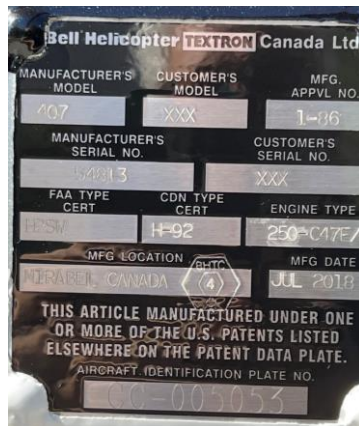


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Basic Bell 407GX Configuration

AIRFRAME

Cabin; bonded aluminum honeycomb, and semimonocoque structure with composite side panels and aft fuselage skins

Doors (five), one hinged double door and copilot door on left side, pilot and passengers on right side, all doors are composite material

Landing gear, tubular skid type with replaceable skid shoes

Locks for cabin doors and luggage compartment

Luggage compartment with composite door

Provisions for mooring, jacking and single point lifting

Tail boom, monocoque structure with vertical fin and fixed stabilizer

Tail skid (tail rotor guard)

Windows (except windshield), gray tinted plexiglass

Three color exterior paint schemes

INTEGRATED AVIONICS SYSTEM with GARMIN G1000H[®] NXI SUITE

Two 10.4" high definition display units, providing Primary Flight Display (PFD) and Multi-Function Display (MFD) functionalities

Two Integrated Avionics Units, each consisting of a 16-watt VHF communication transceiver with 8.33 kHz spacing, VHF navigation, WAAS GPS navigation, and glideslope receiver

One audio control panel with clearance recording and Automatic Speech Recognition (ASR) capability

One digital Air Data Computer (ADC) with Outside Air Temperature (OAT) probe

One Air Data and Attitude Heading Reference System (ADAHRS) and magnetometer

One mode S transponder with extended squitter, including Traffic Information Service (TIS), with ADS-B "Out" capability

One engine and airframe interface unit

One engine signal conditioner

Tail rotor video camera system with capability to view approximately 25 feet in complete darkness

Synthetic Vision System (SVS), and Helicopter Terrain Awareness and Warning System (HTAWS) features

INTEGRATED AVIONICS SYSTEM with GARMIN G1000H[®] NXI SUITE (continued)

Integrated Engine Indication and Crew Alerting System (EICAS), including Power Situation Indicator (PSI) that provides an integrated display presentation of all critical engine parameters into a single indicator to present the power "margin" remaining

Fuel flow indication with range ring display capability

Flight Data Recording of 60 standard aircraft and engine parameters and 40 customer selectable parameters

ELECTRICAL

28 volt DC system

Battery, 17 amp-hour nickel cadmium

External power and grounding receptacle

Starter-generator (180 ampere)

Solid state voltage regulator

28 volt outlet in cockpit

Heated pitot tube and Static ports

LED lighting:

- Anticollision strobe
- Cockpit / map
- Instrument
- Landing
- Position

INTERIOR

7-place interior with soundproofing, carpeting, and data case. Color options available for upholstery and carpet

7-place shoulder harnesses, dual straps in cockpit, single strap in cabin

Fire extinguisher, cabin

First aid kit

Parcel shelf (behind aft seat)

Ram air ventilation system

Storage area behind pilot and copilot seats

Basic Bell 407GX Configuration

LOOSE EQUIPMENT (not included in empty weight)

Garmin Pilot's Handbook

Garmin Cockpit Reference Guide

Covers, engine inlet and exhaust stack

Cover pitot tube

Flight bag

Ground handling wheels with lift tube

Operating manuals:

- Rotorcraft flight manual
- Aircraft log book
- Engine log book

Aircraft maintenance manuals are available on ePubs located here: mybell.com

Tie-down assemblies, main rotor and tail rotor

POWERPLANT

Rolls-Royce Model 250-C47E/4 turboshaft engine with dual digital FADEC

Fuel pump, engine driven

Fuel pumps (4 canister type) with 2 boost pumps submerged in main tank, and 2 transfer pumps in the forward fuel tanks

Crashworthy Fuel System

Oil system with sight glass

Compressor wash provisions

Engine mounted 10-micron oil filter

Airframe Fuel Filter

Referencing Bell product specifications

ROTORS AND CONTROLS

Main rotor, soft in plane flex beam hub with four fiberglass blades

Tail rotor; two fiberglass blades, semirigid

Hydraulic boost system for Main and Tail Rotor (separate pump and reservoir)

Mechanical flight control linkages throughout

Airspeed Activated Pedal Stop (AAPS) with built in test function, electrical override release switch, and manual override release

TRANSMISSION DRIVE SYSTEM

Soft mounted pylon isolation system

Freewheeling unit (between engine and main transmission)

Kaflex input drive shaft

Gearbox, tail rotor, 90° reduction

Main transmission

Oil cooler

Oil filter with replaceable type cartridge

Oil pump, constant pressure

Note: Aircraft subject to prior sale or withdrawal from market. Specifications, times, and prices are subject to change. Some of these descriptions and data are borrowed from Bell's Product Specifications and provided for illustration purposes. Buyer should confirm specifications and information for themselves and consult BHTI maintenance documents for current official information. 129030

Component Overhaul

COMPONENT OVERHAUL INTERVALS

Component	Hours	Component	Hours	Component	Hours
M/R Hub	2,500	Swashplate	2,500	Rotor Brake Caliper Assy	3,600
Mast Assy	2,500	Tail Rotor Gearbox	5,000	Rotor Brake Disk	12,000
Transmission	5,000	Tail Rotor Hub	2,500	Starter Generator	1,200
Freewheeling Assy	3,000	K-Flex Drive Shaft	2,500		

Note: Analysis of Lead-the-Fleet performance data continues to permit extension of TBOs beyond 2,500 hours for drive train components.

LIMITED LIFE COMPONENTS

Part Number	Component	Life Limit (hours)	Qty Per Aircraft
MAIN ROTOR HUB AND BLADES			
406-010-108-131	Main Rotor Grip	5,000	4
406-010-115-127	Main Rotor Upper Plate	2,500	1
406-010-117-125	Main Rotor Lower Plate	2,500	1
406-010-126-113	Drive Ring Set	100,000 RIN	1
MAIN ROTOR CONTROLS / SWASHPLATE ANTI-DRIVE			
406-010-432-101	Anti-Drive Link	5,000	1
406-010-431-109	Anti-Drive Lever	5,000	1
407-001-524-109	Collective Transmission Bellcrank	5,000	1
407-001-526-109	Cyclic Longitudinal Bellcrank	5,000	1
407-001-528-105	Cyclic Lateral Transmission Bellcrank	5,000	1
407-001-511-101	Bell Crank Support	5,000	1
TAIL ROTOR			
406-012-102-109	Tail Rotor Yoke	5,000	1
DRIVE SYSTEM			
407-040-038-123	Main Rotor Mast	5,000	1
PYLON SUPPORT			
407-010-201-105	Left Hand Pylon Side Beam	5,000	1
407-010-203-105	Right Hand Pylon Side Beam	5,000	1
407-010-206-103	Pylon Restraint Spring	5,000	2
LANDING GEAR			
407-722-101	Standard Landing Gear Aft Crosstube ^[1]	5,000 RIN	1
407-723-104	Standard Landing Gear Aft Crosstube ^[1]	5,000 RIN	1

Notes: Prices and hours are subject to change without notice. These data are provided for illustration purposes. Consult maintenance documents and BHTI spare parts pricing for current, official information.

[1] Assumes 1.5 RIN per flight hour.

Specification Summary (Metric Units)

WEIGHTS (KG)

Empty Weight (Base Aircraft) ^[1]	1,224	Max Gross Weight with External Load	2,722
Max Internal Gross Weight (Normal / Optional ^[2])	2,268 / 2,381	Maximum External Load (Cargo Hook Limit)	1,406
Useful Load (Base Aircraft, Normal / Optional ^[2])	1,043 / 1,156		

PERFORMANCE SUMMARY ^[3] (International Standard Day except as noted)

			Takeoff Gross Weight (kg)			
			1,814	2,041	2,268	2,381 ^[2]
IGE Hovering Ceiling	ISA	m	6,066	5,118	4,130	1,652
	ISA + 20 °C	m	5,230	4,087	3,036	957
	ISA + 30 °C	m	4,688	3,530	2,402	631
OGE Hovering Ceiling	ISA	m	5,706	4,651	3,639	1,652
	ISA + 20 °C	m	4,737	3,575	2,521	957
	ISA + 30 °C	m	4,182	2,975	1,783	631
Service Ceiling (MCP)	ISA	m	6,096+	6,096+	5,773	5,331
	ISA + 20 °C	m	6,096+	5,861	4,892	4,423
	ISA + 30 °C	m	6,096+	5,401	4,365	3,856
Maximum Cruise Speed (True Airspeed)	SL, ISA	km/h	252	249	246	244
	SL, ISA + 20 °C	km/h	255	253	248	246
	1,200 m, ISA	km/h	262	259	252	248
	1,200 m, ISA + 20 °C	km/h	261	256	248	243
Cruise at Long Range Cruise Speed (LRC)						
Range (Standard Fuel, No Reserve)	SL, ISA	km	649	637	624	616
LRC Speed (Average True Airspeed)		km/h	218	219	221	223
Range (Standard Fuel, No Reserve)	1,200 m, ISA	km	728	710	690	676
LRC Speed (Average True Airspeed)		km/h	218	221	222	222
Endurance at Loiter (111 km/h)	SL, ISA	hr	4.2	4.1	4.0	3.9
(Standard Fuel, No Reserve)	1,200 m, ISA	hr	4.7	4.5	4.3	4.2

ENGINE RATING

Rolls-Royce 250-C47E/4 with Full Authority Digital Electronic Control		
Takeoff Horsepower	Uninstalled Thermodynamic Capability	643 kW
	Mechanical Limit	503 kW
Maximum Continuous	Uninstalled Thermodynamic Capability	567 kW
	Mechanical Limit	470 kW

TRANSMISSION RATING (Engine Output)

Takeoff Horsepower (5 minutes)	503 kW
Maximum Continuous	470 kW

FUEL CAPACITY (Usable)

Standard	484 Liters
Auxiliary (Optional)	72 Liters

Notes: [1] The Empty Weight (base aircraft) includes 7-place upholstered interior with individual seat belts, carpeting, and soundproofing material. Ballast is not included since it is a function of installed optional equipment. 5.9 kilograms of oil is included.

[2] Operation at Internal Gross Weight above 2,268 kilograms requires the Optional Increased Internal Gross Weight Kit.

[3] Refer to demonstrated takeoff and landing and maximum operating altitude notes on the performance charts.

Dimensions- High Skids

Top-down view of the Bell 430 helicopter. Dimensions shown: 2.7 FT (3.87 m) for the main rotor hub height, 0.9 FT (0.27 m) for the tail rotor hub height, and 36.7 FT (11.19 m) for the overall length.

