

Contact Erik Sheehan
esheehan@bhfg.textron.com

Phone (817) 280-3477
Cell (316) 640-6839
Fax (817) 280-3911

1993 Bell 230 (Skid Gear)
S/N 23009 N230SL

Airframe Hours Since New: 5,353.1

| | | | |
|--------------------------------|---------------------------|--------------------------------|---------------------------|
| #1 Engine Model: | Allison 250-C30G/2 | #2 Engine Model: | Allison 250-C30G/2 |
| #1 Engine Serial: | CAE-898216 | #2 Engine Serial: | CAE-898233 |
| #1 Engine Total Time: | 3,975.0 | #2 Engine Total Time: | 3,580.8 |
| #1 Engine Total Cycles: | 5,334 | #2 Engine Total Cycles: | 5,165 |

Engines are enrolled in transferrable Rolls-Royce FHA engine program

Avionics:

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|--|----------------------------|
| NAT AMS44 Audio Panel | King KTR-908 Comm |
| Garmin GNS-430 w/NVG lighting (VFR) | King KNR-634 Nav |
| Primus 700 Weather Radar | King KDF-806 ADF |
| King KXP-756 Transponder | King KDM-706A DME |
| NVG alternate lighting in cockpit | Standby Attitude Indicator |
| Honeywell AA-300 Radar Alt w/dual indicators | Pilot's HSI & RMI |
| King KHF-990 HF Radio System | |

-Control head, radio, and probe antenna are loose equipment. Wiring installed.

Features:

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|---|--------------------------------|
| Force Trim | Environmental Control System |
| Dual Controls w/full co-pilot instruments | Dual Davtron chronometers |
| Aux Fuel Provisions | L/H Photo Window Door |
| Emergency Floats (with skid gear) | Soundproofing |
| Narco ELT 910 | King Gold Crown provisions |
| Life Raft provisions in cockpit & cabin | Avionics Innovations CD player |
| Ground handling wheels & tie-downs included | |

-Secondary litter installation (brackets and support assembly included. Litter not available)
-Aft mount Spectrolab SX-5E Nightsun (wiring & provisions installed, equipment currently loose)
-BMS Microwave Downlink System (wiring installed, equipment currently loose)

Cabin Configuration:

9-place utility with grey cloth seats. Interior partially refurbished in February 2000.

Exterior:

Clearcoated white base with Silverwoods blue and Sunbeam yellow accents (painted Feb 2000).

All information is to the best of the seller's knowledge. Final determination is the responsibility of the purchaser. Specification is subject to verification upon inspection. Aircraft is offered subject to prior sale or lease and may be withdrawn from the market without notice.