

PRESENTED BY HOWARTH AVIATION

1992

Bell 230

Twin-engine, IFR, retractable-gear helicopter · Honeywell SPZ-7000 four-axis autopilot

TOTAL TIME	ENGINE CYCLES	PASSENGERS	ENGINES
2,970.6 h	4,214 / 4,211	6 or 7	2 × 250-C30G/2

OVERVIEW

1992 Bell 230, serial number 23001, powered by two Rolls-Royce 250-C30G/2 turboshafts. Certified for single or dual pilot IFR with Honeywell EFIS and an SPZ-7000 four-axis autopilot, retractable wheeled landing gear and a VIP cabin for six passengers, or seven in the corporate layout.

- 2,970.6 hours total time since new
- Single / dual pilot IFR (FAA / JAA)
- Honeywell EFIS and SPZ-7000 four-axis autopilot
- Air conditioning and heated windshield
- VIP interior in beige leather
- Upper auxiliary fuel kit (145 litres)

AIRFRAME

Type: Bell 230

Serial number: 23001

Total time: 2,970.6 h

Landing gear: Retractable, wheeled

Location: Johannesburg, South Africa

Year of manufacture: 1992

Registration: ZS-RGV (South Africa)

Certification: Single / dual pilot IFR

Times as of: 13 October 2025

MAINTENANCE STATUS

INSPECTION	NEXT DUE
MPI / CAA release to service	**January 2027**
Annual airframe inspection	**January 2027**
Aircraft weighing	14 January 2031

WEIGHTS & PERFORMANCE

Engines: 2 × Rolls-Royce 250-C30G/2, 700 shp (520 kW) each

Max take-off weight: 8,400 lb (3,810 kg)

Cruise speed: approx. 130 kt

Range: approx. 325 nm

Weights and performance figures are published data for the Bell 230 and are provided for information purposes only. Actual figures vary with configuration, weight, temperature and altitude; the Rotorcraft Flight Manual and current weight-and-balance report govern.

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ENGINES

Two Rolls-Royce 250-C30G/2 turboshafts — 700 shp (520 kW) each, maintained on a modular basis with compressor modules on condition. Figures below are hours and cycles remaining to overhaul or retirement.

ENGINE 1	ENGINE 2	ENGINE 1 TURBINE	ENGINE 2 TURBINE
2,970 h	**2,970 h**	**1,350 h**	**1,005 h**
4,214 cycles since new	4,211 cycles since new	remaining to overhaul	remaining to overhaul

	ENGINE 1	ENGINE 2
Serial number	CAE-898206	CAE-898208
Turbine module (2,000 h overhaul)	**1,350 h**	**1,005 h**
1st and 2nd stage turbine wheels	**1,375 h / 2,169 cycles**	**1,030 h / 1,680 cycles**
3rd and 4th stage turbine wheels	**1,935 h / 2,288 cycles**	**1,580 h / 1,789 cycles**
Fuel control	**1,123 h**	**1,123 h**
Governor	**664 h**	**664 h**
Fuel nozzle	**623 h**	**623 h**
Bleed valve	**123 h**	**123 h**
Fuel pump	**30 h**	**37 h**

DYNAMIC COMPONENTS

Main rotor blades: 3,211 h to retirement

Main rotor hub: 2,200 h to inspection

Main rotor yoke: 3,966 h to retirement

Main rotor grips: 2,211 h to retirement

Swashplate: 2,200 h to overhaul

Main transmission: 211 h to overhaul, 2,211 h to retirement

Mast assembly: 345 h to overhaul, 3,128 h to retirement

Tail rotor blades: 1,791 h to retirement

Tail rotor hub: 2,279 h to overhaul

Tail rotor yoke: 2,411 h to retirement

Tail rotor gearbox: 705 h to overhaul, 2,705 h to retirement

Tail rotor drive shaft: 2,169 h to retirement

Starter generators: 648 h to overhaul

Oil cooler blowers: 30 h and 543 h to overhaul

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AVIONICS

FLIGHT DECK

Honeywell SPZ-7000 four-axis autopilot

Single or dual pilot IFR with a four-screen Honeywell EFIS and dual co-pilot EFIS instruments.

SINGLE / DUAL PILOT IFR

- Honeywell EFIS (four screens)
- Dual co-pilot EFIS instruments
- Honeywell SPZ-7000 four-axis autopilot
- Dual King KTR 908 VHF COM
- Dual King KNR 634A VHF NAV
- King KDF 806 ADF and KDM 706A DME
- Bendix/King KLN 90B GPS
- Honeywell MST 67A Mode S transponder
- King KRA 405 radio altimeter
- Honeywell WU-870 radar and Stormscope
- Honeywell KEA 130 encoding altimeter
- Standby attitude indicator, dual audio panel
- Cockpit voice recorder
- Kannad 406 AF-H ELT
- Garmin 795 portable GPS

ADDITIONAL EQUIPMENT

- Dual controls with force trim and rotor brake
- Retractable landing gear
- Heated windshield
- Crew doors (STC SH8651SW)
- Allied Signal Aerospace air conditioner
- Particle separator and engine wash kit
- Upper auxiliary fuel kit (145 litres)
- Dual search lights
- Provisions for cargo hook
- Avionics cooling fan and cabin lights
- Hobbs meter
- Sun-foil Mylar laminated window sun screens
- Tow bar and main rotor blade tie-down
- Inlet, exhaust and pitot tube covers



FLIGHT DECK — HONEYWELL EFIS, SPZ-7000 AUTOPILOT

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INTERIOR

Interior — Two seating configurations: six passengers plus pilot (VIP) or seven passengers plus pilot (corporate). Beige leather seats, VIP interior trim and centre storage console.



CABIN — SIDE BENCH AND CENTRE CONSOLE



CABIN — AFT BENCH



FORWARD SEATS



CENTRE CONSOLE



CREW SEATS

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EXTERIOR

Exterior — Burgundy and navy blue with gold striping.



SIDE PROFILE



FRONT QUARTER



CREW AND CABIN DOORS



REAR QUARTER

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