



Delivers with a FRESH/BELL FACTORY Piney Flats, TN annual inspection SEPT 2021! Ideal time for a "no cost" pre-purchase inspection. This is an exceptional low-time two (2) owner since new, privately owned Bell 427 helicopter with a rebuilt main rotor head to include all new grip assemblies, lead/lag bearings, universal bearings, shear shaft and stop fittings August 2020. Fully upgraded Garmin panel to include the Garmin 500H w/synthetic vision, traffic and HTAVS ground proximity warning, Garmin GTN-750 NAV/Com/GPS, Garmin GRA-5500 radar altimeter, integrated audio panel and transponder, Garmin GDL-88H with ADS B in and out with Weather and Traffic, BOSE Headset connectors and much more. Seating for one pilot and six (6) passengers. This is a one of a kind Bell 427 ready for service! Call today to learn more and reserve in your name.

Aircraft Overview

Price: Make Offer!
 Sale Type: For Sale, Trade
 Location: Gallatin, TN (XNX)
 Year: 2002
 Manufacturer: Textron
 Model: Bell 427
 S/N: 56025
 Registration: N7NU
 TAF: 1465.7
 Total Landings: 3858

Engine #1 Details

Type: Pratt and Whitney
 S/N: PCE-BF0057
 Cycles SNEW: 1768
 TTSN: 1645.7

Engine #2 Details

Type: Pratt and Whitney
 S/N: PCE-BF-0058
 Cycles SNEW: 1768
 TTSN: 1645.7

Avionics

- Please request a complete list of Bell 427 standard configuration equipment. Additionally this Bell 427 has been upgraded with the latest Garmin technology to include the following: .
- UPGRADED AVIONICS HIGHLIGHTS
- Garmin 500H w/Synthetic Vision/Traffic/HTAWS
- Garmin GTN-750 Nav/Com/GPS
- Garmin GRA-5500 Radar Altimeter
- Integrated Audio Panel and Transponder
- Garmin GDL-88H w/ADS B In/Out/Wx/Traffic
- Garmin GNC-255A #2 VHF Nav/Com
- Pointer 4000 ELT
- * Bose lemo headset jack connectors

Equipment

- Please request a complete list of Bell 427 standard configuration equipment. Additionally this Bell 427 has been upgraded to include the the following options:
- Dual Controls
- Rotor Brake
- Particle Separator
- High Skid Gear w/Flight Steps
- Air Com Dual Evaporator Air Conditioning
- Bleed Air Heater w/Defrost
- Increased Gross Weight Kit
- Cockpit/Cabin and Baggage Floor Protectors
- High Visibility Main Rotor Blades
- Tail Rotor Gearbox Fairing
- Tail Rotor Pedal Lockout Kit
- LED Landing Light
- Cargo Hook Provisions Only
- Tie Downs and Ground Handling Wheels
- Cockpit USB Charging Ports
- 3.5 mm Entertainment Audio Input

Interior

- Rating: 8
- 5-Place Club Seating /Tan Leather/Tan Carpet
 - 2-Place Crew Seating/Tan Leather/Tan Carpet
 - Corporate Interior Trim
 - Corporate Headliner w/AC Ducts
 - Corporate Soundproofing
 - Corporate Seats
 - * USB charging ports
 - * Bose headset lemo connectors

Exterior

- Rating: 8
- Gloss Black with Gold and Bronze Accents

Inspection Details

Scheduled for Annual Inspection/100 hour at Bell/Textron Piney Flats September 2021

Last Inspection Type: 25/50 hour July 2021
 03 August 2020 Annual 12 month /600 hour airframe and engine inspections

Completed by Bell Textron, Piney Flats Tennessee - 600 hour airframe and engine inspections, engine power checks and borescopes, rebuilt main rotor head to include all new grip assemblies, lead/lag bearings, universal bearings, shear shaft and stop fittings, track and balance, 600 hour/12 month lubes, engine 12 month, 150 and 200 hour, recurring bulletins (Vertical Fin Inspection), ELT 12 month, ICAs, Aircraft on Bell Textron maintenance tracking system.

General Characteristics

Crew: one or two pilots
 Capacity: up to six passengers
 Length: 37 ft 6 in (11.42 m)
 Rotor diameter: 37 ft 0 in (11.28 m)
 Height: 10 ft 6 in (3.20 m)
 Disc area: 1,075 ft² (99.9 m²)
 Empty weight: 3,881 lb (1,760 kg)
 Useful load: 2,960 lb (1,340 kg; for internal load)
 Max. takeoff weight: 6,550 lb (2,970 kg)
 Powerplant: 2 x Pratt & Whitney Canada PW207D turboshaft, 710 hp (529 kW) each
 Performance

Maximum speed: 140 knots (161 mph, 259 km/h)
 Cruise speed: 138 knots (159 mph, 256 km/h)
 Range: 394 nmi (453 mi, 730 km)
 Service ceiling: 10,000 ft (3,048 m)
 Rate of climb: 2,000 ft/min (10.16 m/s)

The Bell 427 is powered by two Pratt & Whitney Canada PW207D turboshaft engines with FADEC] like the Bell 407, the 427 uses a four-blade main rotor system with a rigid, composite rotor hub and a two-blade tail rotor.

The Bell 427's cabin is 13 in (33 cm) longer than the 407 and consists primarily of composite construction. The design removes the roof beam which obstructs the cabin on the 206/206L/407, and has an optional sliding main cabin door.

The 427 offers up to eight-place seating including pilot in a two+three+three arrangement. Alternate layouts include four in the main cabin in a club configuration, or two stretchers and two medical attendants for medical evacuation duties.

Remarks

In the mid-1990s, it became clear from market research and customer comments that Bell needed to develop a light twin-engine turbine helicopter. The original concept involved combining the Bell 407 fuselage and rotor with a new transmission and two engines. This led to the Bell 427. In 1996, the project was launched with the signing of a collaborative agreement with Samsung of Korea. Further research showed that potential customers wanted a flat floor instead of the "bathtub" floor of the 407. This, and other results of both engineering analysis and market research, resulted in the design of what is essentially a new helicopter.

The Bell 427 is a light twin-engine turbine-powered helicopter designed to the requirements of FAR 27 and JAR 27. The four-bladed rotor and hub uses Bell's "soft inplane" technology. The main rotor blades are made of composites. Two Pratt & Whitney Canada PWV 206D engines drive directly into the main transmission. As with all other Bell helicopters, a two-bladed tail rotor provides directional control. The cabin is made of composite structure and the tail boom is made of aluminum alloy, both made by Samsung. A fixed skid landing gear is used. The cabin dimensions are similar to those of the Bell 407, except that the length has been increased by 13 inches. This allows a spacious cabin that can seat four or five in facing seats in a corporate configuration, or six on forward-facing seats in a utility configuration. An EMS configuration is also available, although that involves the removal of one fuel tank.

Development of the Bell 427 started in 1996, the first flight occurred in 1998, and VFR certification was obtained in 2000.

Damage History

No known damage history.

Disclaimer

The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specification is subject to verification by the purchaser and is not guaranteed for accuracy and Buyer should rely on their inspection as all aircraft are sold "as is, where is".

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