

February 2nd, 2012

Reference; Bell 430 s/n; 49078

The above referenced aircraft was visually inspected on the interior and exterior on Monday 30th, January 2012 on location in Farnborough, England with an engine run up performed without main rotor or tail rotor blades installed. The aircraft and engines have 1660.0 hours total time.

The last recorded power assurance check was noted to be performed in 2009 although no numbers were available. A power assurance check was not performed at this check due to the lack of blades installed.

The No. 1 and No. 2 engines were noted to be approximately 50 operating hours since the completion of a 1750 hour inspection and replacement of the No.1 and No. 2 stage turbine wheels. No evidence of leakage from the engines was apparent before or after the ground run.

One tail rotor blade was removed for debonding and had been placed as beyond repair by RBL. Whether a replacement tail rotor blade was available was not clearly ascertained.

Both Main rotor driveshafts are due for 5000 hour / 5 year overhaul and the couplings were noted to have been repaired at the last inspection dated Mid 2009.

All tail rotor driveshaft hangar bearings are due 3 year replacement.

All calendar inspections inclusive to 5 years are due at this time.

The records indicated a mast overspeed and overtorque in 2001 / 2002 to a minor degree. All inspections required are subsequently recorded.

The landing gear has not been cycled since 2009.

The hydraulic servo actuators require the compliance of BHT ASB430-10-44 and applicable AD.

There were no indications of major damage or a history of major conditional inspection requirements. The aircraft was in reasonably good physical condition for an airframe that has not flown in almost 3 years. The FBO informed me that the aircraft was ground run every month. The ground run performed at this time showed no noted discrepancies.

Sincerely

Christopher M. Gray
Chief Inspector
Edwards Rotorcraft Solutions, Inc.