



# Silver Hawk Aviation

## 1996 Bell 206B Jet Ranger III

Immediately Available - Not Airworthy

Serial Number: 4420 Registration: N911FW

Call For Pricing & Options - ASWI



- No Damage History
- Original Owner – the City of Fort Worth Police Department
- Always & Only Professionally Flown
- Always Hangared
- Impeccable Maintenance History
- All significant Engine Maintenance performed by **Keystone Turbine Services/PAG**
- Located at KFTW – Ft Worth Meacham International Airport

### AIRFRAME:

Total Time:	25,186 Hours
Manufactured By:	Bell Helicopter Textron Canada Ltd.
Model:	206B – Bell Jet Ranger III
Manufacturing Date:	July 1996
Airworthiness Certificate Date:	August 1996
Entry Into Service Date:	December 1996
Serial Number:	4420
US FAA Type Certificate:	H2SW
Canadian Type Certificate:	H-92
Aircraft Identification Plate:	CC-000762

**ENGINE** – ‘On Loan’ from N206FW – see Notes on Page 4:

Make:	Rolls Royce
Model:	250-C20J
Serial Number:	CAE-270932
TBO:	3,500 Hours
Total Time:	13,766 Hours
Total Cycles:	17,892
Time Since Overhaul:	3,418 Hours
Engine Cycles Since Overhaul:	5,450
Turbine Time Since Overhaul:	3,418 Hours
Turbine Cycles Since Overhaul:	5,450
Engine Status:	Original Engine <b>CAE-720778</b> was removed from N911FW May 2022 to go for a PAG HMI, but N911FW was retired from service and the Engine has been stored, without preservation. HMI Estimate: \$95K

**AVIONICS & PANEL:** - **No GPS/Comm**

- Bendix/King KY-196A 16 Watt 760 Channel Transceiver – COM 1
- Bendix/King KY-196A 16 Watt 760 Channel Transceiver – COM 2
- Garmin GTX-345 Transponder w/ADS-B In & Out
- Canyon AeroConnect AMS-44 Dual Channel Audio Controller
- Diamond J Analog/Digital Turbine Outlet Temperature Exceedance Indicator/Recorder
- Diamond J Analog/Digital Engine Torque Exceedance Indicator/Recorder
- Davtron M655 5-Function Display
- Davtron M800 Chronometer
- Datcon Hour Meter
- Troll Avionics FN-200 ‘Icebox’ Avionics Cooling Fan
- Pilot & Copilot XMIT & ICS Cyclic Switches
- Avionics Master Switch
- 205 Cyclic Grip

**INTERIOR:**

- **No Air Conditioning**
- Air Comm Bleed Air Cabin Heating & Windshield Defroster
- Rotor Brake
- Dual Controls
- AAI Crew & Passenger Floor Protectors

**AIRFRAME:**

- Dual Gear Mounted Landing Lights
- Whelen A650PR/PG Stabilizer Anti-Collision Strobe Lights
- Bristol Aerospace Upper Wire-Strike Kit (Lower half removed for Camera and unavailable)
- Avibank Ball-Lok Quick Release Door Pins
- Tech-Tool Plastics LH & RH Fwd Door Windows w/Vertical Slides\*
- Tech-Tool Plastics LH Aft Door Window w/Horizontal Slide Photo Window\*
- Tech-Tool Plastics RH Aft Door Wedge Window w/Horizontal Slide\*
- AAI LH & RH Chin Bubble Windows\*
- AAI LH & RH Windshield & Skylight Windows\* \*All Glass is Excellent Condition & Clear
- AAI High Skid Gear & AAI FlightSteps
- Left Side Flush Maintenance Step

**ENGINE:**

- Purolator Facet Engine Oil Filter - STC: SH200GL & Particle Separator

**STATUS OF SIGNIFICANT COMPONENTS:**

<u>Retirement Items Time Remaining</u>	<u>Remaining Hours:</u>	<u>%</u>	<u>Overhaul Items Time Remaining:</u>	<u>Remaining Hours:</u>	<u>%</u>
Main Rotor Blade	4,612.2	92.2	Starter Generator Overhaul	-173.8	17.4
Main Rotor Blade	4,612.2	92.2	Freewheel Assembly	1,605.4	53.5
Main Rotor Grip	4,412.0	91.9	Main Driveshaft	1,712.2	57.1
Main Rotor Grip	4,412.2	91.9	Hydraulic Servo Actuator	3,211.2	89.2
Main Rotor Trunnion	4,412.2	91.9	Hydraulic Servo Actuator	3,211.2	89.2
Main Rotor TT Strap x 2 (Hrs)	812.2	67.7	Hydraulic Servo Actuator	3,211.2	89.2
Main Rotor TT Strap x 2 (Cal)	17.2	47.8	Hydraulic Pump	3,206.7	89.1
Main Rotor Latch Bolt	2,112.2	84.5	Main Rotor Hub Assembly	2,012.2	83.8
Main Rotor Latch Bolt	2,112.2	84.5	Main Rotor Mast Assembly	1,564.6	52.2
Main Rotor Fitting	2,012.2	83.8	Transmission Assembly	3,064.6	68.1
Main Rotor Fitting	2,012.2	83.8	Swashplate	3,612.2	75.3
Main Rotor Pin	2,112.2	84.5	Tail Rotor Gearbox Assembly	1,380.7	23.0
Main Rotor Pin	2,112.2	84.5	Tail Rotor Hub Assembly	1,397.8	55.9
Swashplate Support	8,012.2	57.2			
Swashplate Sleeve	8,412.2	58.4	<b>Engine Items Time Remaining</b>	<b>CAE-270932</b>	
Collective Lever	3,612.2	75.3			
Collective Idler Link	3,612.2	75.3	Compressor	81.9	2.3
Lower Collective Tube	1,877.7	39.1	Impeller	131.9	3.7
Freewheel Clutch	1,380.7	46.0	Turbine Hot Section	81.9	2.3
Tail Rotor Blade	1,401.1	28.0	1st Stage Turbine Wheel (Hrs)	106.2	6.0
Tail Rotor Blade	1,401.1	28.0	2nd Stage Turbine Wheel (Hrs)	106.2	6.0
Tail Rotor Yoke	1,609.4	32.2	3rd Stage Turbine Wheel (Hrs)	1,131.9	24.9
Hydraulic Servo Support	4,812.2	48.1	4th Stage Turbine Wheel (Hrs)	2,881.2	63.3
Tail Rotor Gearbox Bearing	1,380.7	46.0	Governor Overhaul	331.2	16.6
			Fuel Nozzle Overhaul	2,357.8	94.3
			Fuel Pump Overhaul	2,857.8	95.3
			Fuel Control Overhaul	830.9	33.2
			Bleed Valve Overhaul	875.1	58.3

**SEE PAGE 42 for ALSO CONCURRENTLY AVAILABLE:**

2003 Bell 206B Jet Ranger III  
Serial Number: 4575 Registration: N206FW



## Special Details Regarding Engines

N911FW's Original Engine is Serial Number CAE-270778

N206FW's Original Engine is Serial Number CAE-270932

N911FW's Original Engine CAE-270778 was pulled in May 2022 to go to Keystone/PAG for an HMI, and the Engine from N206FW - CAE-270932 – was removed from N206FW and was installed on N911FW as a loaner. Shortly thereafter, it was decided that both N911FW and N206FW would be retired from service. N911FW's Original Engine - CAE-270778 – was placed on an engine stand and it has remained there – without preservation – since May 2022. A recent Estimate from PAG to HMI & Return to Service CAE-270778 was \$95,000.00. A recent Estimate from PAG to Overhaul Engine CAE-270932 was \$175,000.00

These are from the Component Status Reports for the Engines:

AIRCRAFT TOTAL TIME: 25055.0 ENGINE TOTAL TIME: 24516.9 TOTAL ENGINE START CYCLES: 30499 CURRENT HOURMETER: 24998.5							
<b>CAE-270778</b>							
<b>ENGINE COMPONENTS: HOUR-LIMITED</b>							
COMPONENT	PART NUMBER	SERIAL NUMBER	LIFE	ACTIVITY	ENG TIME @ INSTALL	TSI/TSO T/SNEW	TIME REMN
ENGINE	250-C20J	CAE 270778	3500.0	C	23475.4	1041.5	2458.5
COMPRESSOR	6890550	CAC-24970	3500.0	O	23475.4	1041.5	2458.5
CASE HALVE	23057142	N/A	1750.0	I	23475.4	1041.5	708.5
IMPELLER	23079638	KR123501	3550.0	R	23475.4	1041.5	2508.5
GEARBOX	23001923	CAG-27781	COND	C	23475.4	1041.5	N/A
TURB ASSY	23069745	CAT-26470	3500.0	O	22773.0	1743.9	1756.1
TURB HMI	23069745	CAT-26470	1750.0	O	22773.0	1743.9	81.1
#1 WHEEL	M250-10223	X636978	1775.0	R	22773.0	1743.9	31.1
#2 WHEEL	23073854	X655411	1775.0	R	22773.0	1743.9	31.1
#3 WHEEL	23065818	X655659	4550.0	R	22773.0	1743.9	2806.1
#4 WHEEL	M250-10445	X656937	4550.0	R	22773.0	1743.9	2806.1
FUEL CONTR	M250-10816	84400008	2500.0	O	24261.4	255.5	2244.5
FUEL NOZZLE	M250-10603	AG66796	2500.0	O	24261.4	255.5	2244.5
GOVERNOR	23065123	BR31803	2000.0	O	22773.0	1743.9	256.1
E. FUEL PMP	6899253	T101840	3000.0	O	21946.3	2570.6	429.4
BLEED VALVE	23053176	FF46127	1500.0	O	24261.4	255.5	1244.5
Engine time factor: 424.6							
<b>ENGINE COMPONENTS: CYCLE-LIMITED</b>							
COMPONENT	PART NUMBER	SERIAL NUMBER	CYCLE LIFE	ACTIVITY	ENG CYC @INSTALL	CSN/TSO	REMAIN
Turbine Assy	23069745	CAT-26470	Cond		27930	2569	N/A
IMPELLER	23058147	KR123501	9150	R	28939	1560	7590
#1 WHEEL	M250-10223	X613776	3000	R	27930	2569	431
#2 WHEEL	23073854	X643355	3000	R	27930	2569	431
GP Tie-Bolt	23068265	NC41041	9000	R	28939	1560	7440
#3 WHEEL	23065818	X655659	6000	R	27930	2569	3431
#4 WHEEL	M250-10445	X656937	6000	R	27930	2569	3431

AIRCRAFT TOTAL TIME: 25187.8 ENGINE TOTAL TIME: 13766.6 TOTAL ENGINE START CYCLES: 17892 CURRENT HOURMETER: 25187.8							
<b>CAE-270932</b>							
<b>ENGINE COMPONENTS: HOUR-LIMITED</b>							
COMPONENT	PART NUMBER	SERIAL NUMBER	LIFE	ACTIVITY	ENG TIME @ INSTALL	TSI/TSO T/SNEW	TIME REMN
ENGINE	250-C20J	CAE 270932	3500.0	C	13636.0	3418.1	61.9
COMPRESSOR	6890550	CAC-43360	3500.0	O	10348.5	3418.1	61.9
CASE HALVE	23057142	SET29669	1750.0	I	12097.8	1668.8	61.2
IMPELLER	23079638	KR123501	3550.0	R	10348.5	3418.1	131.9
GEARBOX	23001923	CAG-27935	COND	C	10348.5	3418.1	N/A
TURB ASSY	23069745	CAT-27018	3500.0	O	10348.5	3418.1	81.9
TURB HMI	23069745	CAT-27018	1750.0	O	12097.8	1668.8	81.2
#1 WHEEL	M250-10223	X645985	1775.0	R	12097.8	1668.8	106.2
#2 WHEEL	23073854	X655317	1775.0	R	12097.8	1668.8	106.2
#3 WHEEL	23065818	X637922	4550.0	R	10348.5	3418.1	1131.9
#4 WHEEL	M250-10445	X652397	4550.0	R	12097.8	1668.8	2881.2
FUEL CONTR	23070606	BR52073	2500.0	O	12097.5	1669.1	830.9
FUEL NOZZLE	M250-10603	VN10T14274	2500.0	O	13624.4	142.2	2357.8
GOVERNOR	23065123	19275	2000.0	O	12097.8	1668.8	331.2
E. FUEL PMP	6899253	T105349	3000.0	O	13624.4	142.2	2857.8
BLEED VALVE	23053176	FF13384	1500.0	O	13141.7	624.9	875.1
Engine time factor: 11419.5							
<b>ENGINE COMPONENTS: CYCLE-LIMITED</b>							
COMPONENT	PART NUMBER	SERIAL NUMBER	CYCLE LIFE	ACTIVITY	ENG CYC @INSTALL	CSN/TSO	REMAIN
Turbine Assy	23069745	CAT-26470	Cond		12442	5450	N/A
IMPELLER	23058147	KR123501	9150	R	12442	5450	3700
#1 WHEEL	M250-10223	X613776	3000	R	15398	2494	506
#2 WHEEL	23073854	X643355	3000	R	15398	2494	506
GP Tie-Bolt	23068265	NC41041	9000	R	12442	5450	3550
#3 WHEEL	23065818	X637922	6000	R	12442	5450	550
#4 WHEEL	M250-10445	X652397	6000	R	15398	2494	3506

## SPECIAL NOTES:

This Aircraft has been decommissioned and has not flown since July 2023, with the last Engine Runup on 22 February 2024. It is not – and will not be – a candidate for a Ferry Permit. No work may be performed on the Aircraft other than that required to make the Aircraft suitable for loading and shipping.

The 'N911FW' Registration Does NOT Transfer with Aircraft.

Any and all law enforcement and/or Agency Identification, markings, logos, must be removed or obliterated to the satisfaction of Seller and accomplished by and at the expense of Purchaser prior to taking delivery.

Law Enforcement/ISR Equipment listed below or seen in photographs in this Offering is NOT included with the Aircraft. The Law Enforcement/ISR Equipment is *potentially* available to qualified law enforcement agencies, and only subsequent to a separate negotiated Agreement. Law Enforcement equipment may - or may not - include the following:

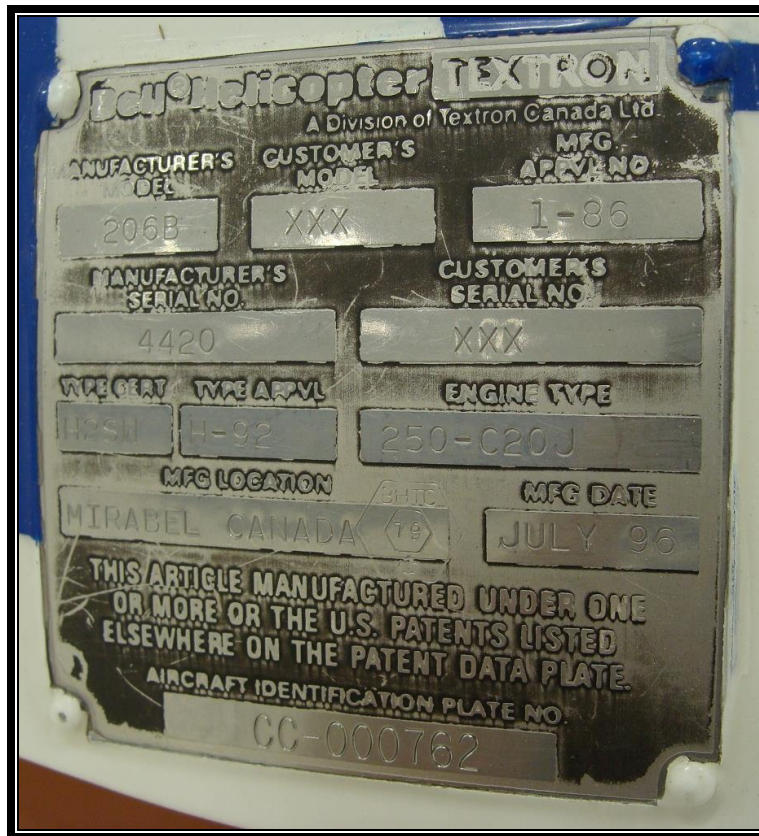
- Wescam MX-10 Thermal Imaging Camera
- Technisonic TDFM-7000 Multiband P25 Airborne Multi-Band Law Enforcement Radio
- Airborne Displays Flat Panel Display Monitor
- AeroComputers Retractable/Stowable Keyboard
- Dual Copilot Side Treadlite II Foot Switches (L = ICS R = Radio)
- Dual Aft LH Treadlite II Foot Switches (L = ICS R = Radio)
- Single Aft RH Treadlite II Foot Switch (ICS only)
- Northern Airborne Technology AEM AA22-160 PA Public Address System
- Avalex Digital Video Recorder
- Astron N2412-24 28VDC To 12VDC Converter
- Astron N2412-24 28VDC To 24VDC Converter
- Meeker AP407UM01 Aft Searchlight Mount for SX-16 NightSun
- Aero Pacific Aft Utility Mount
- AAI FLIR Quick Mount Kit for NOT INCLUDED Wescam MX-10 Imager
- Spectrolab SX-16 NightSun Searchlight
- Airfilm Camera Systems Nose Utility Mount G1-1B STC SRC0154LA
- AeroComputers X3 Digital Video Recorder
- AeroComputers LE5000 Utilichart (INCOMPLETE)
- PTCZA-E Lojack System
- Lo-Jack Quad Antennas

### NOTE TO PROSPECTIVE BUYERS:

The Aircraft is currently owned and operated by the **City of Fort Worth Police Department**, Ft. Worth, Texas. They run a 24/7/365 very active law enforcement flight department, and consideration for that must be given. Every serious prospective **Purchaser** will be provided every opportunity to conduct a preliminary cursory Inspection of the **Aircraft** by appointment only. However, a serious prospective **Purchaser** will be defined as someone that has a) submitted a formal written & executed **Offer Letter**, with a **Purchase Price** that has been preliminarily **Accepted** by **Seller**, and b) **Purchaser** has then subsequently placed a fully refundable **Deposit** with **Insured Aircraft Title Service, LLC**, in Oklahoma City in the Amount of \$50,000.00 (Fifty Thousand US Dollars).

# PANEL & AVIONICS





Potentially Available Below: Technisonic TDFM 7000

Provided Below: Canyon Audio Controller & Garmin GTX-345  
& Dual Bendix/King KY-196A





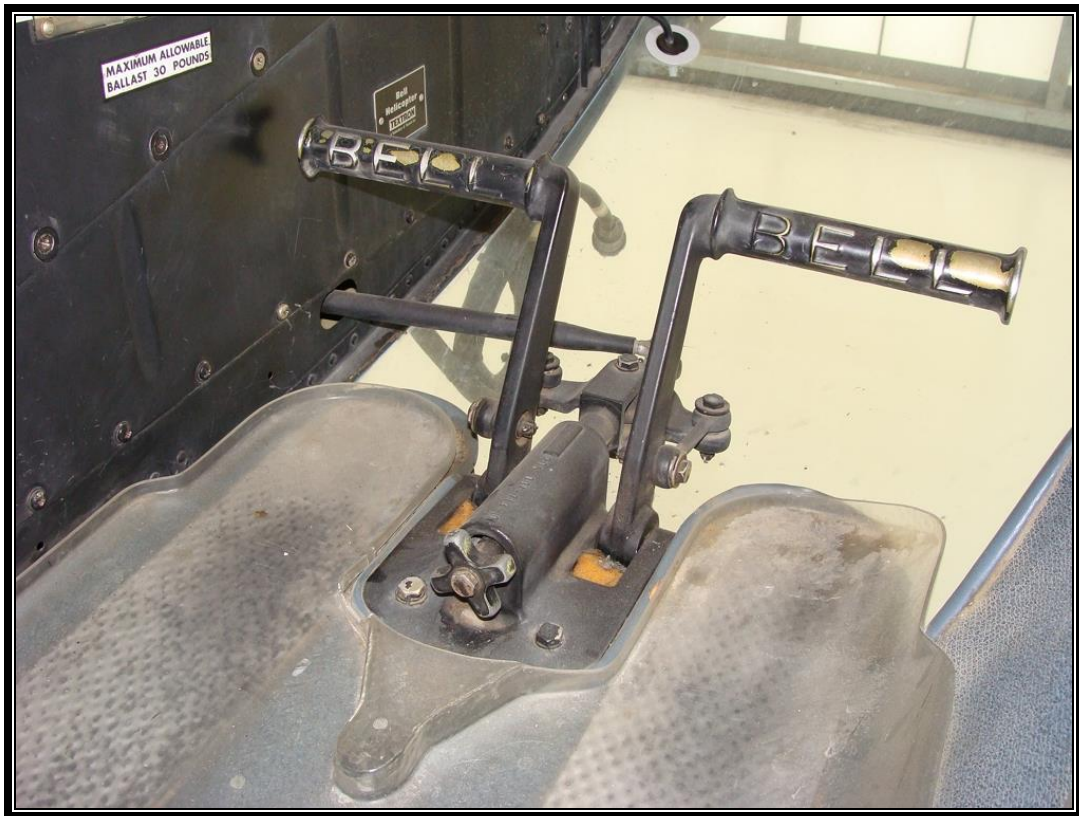


# INTERIOR

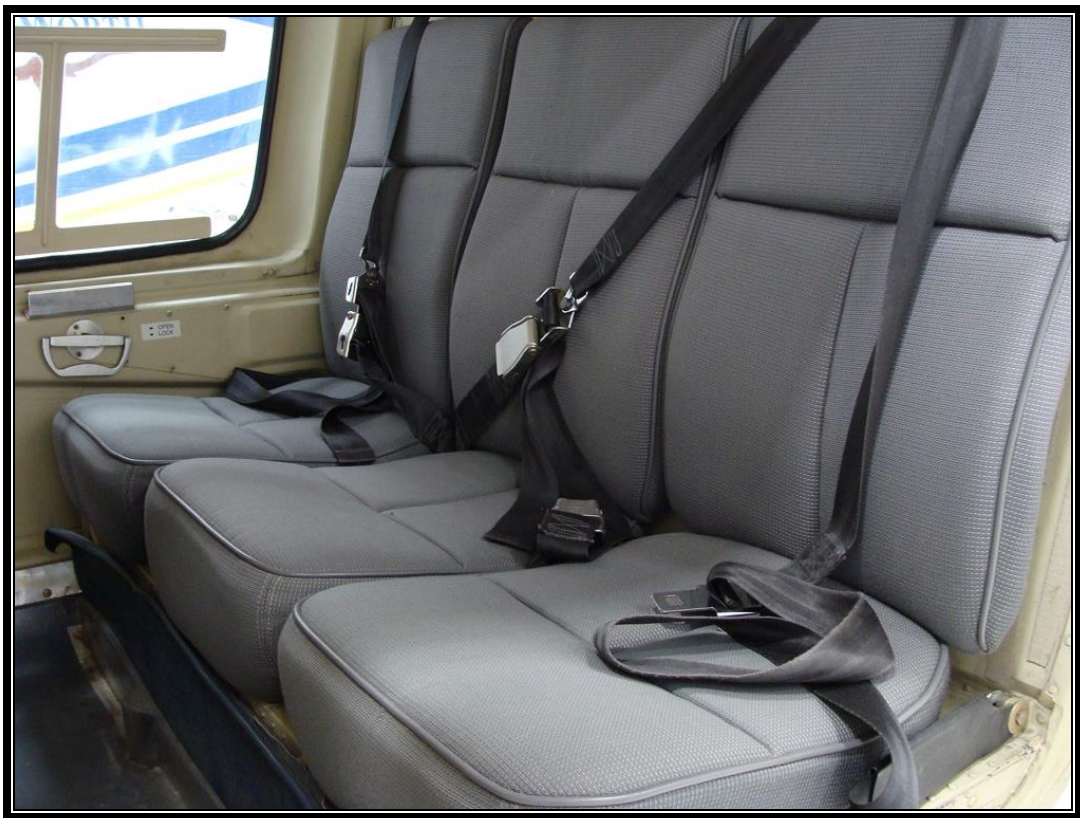


















# EXTERIOR







Tech-Tool Plastics LH Aft Door  
Window w/Horizontal Slide







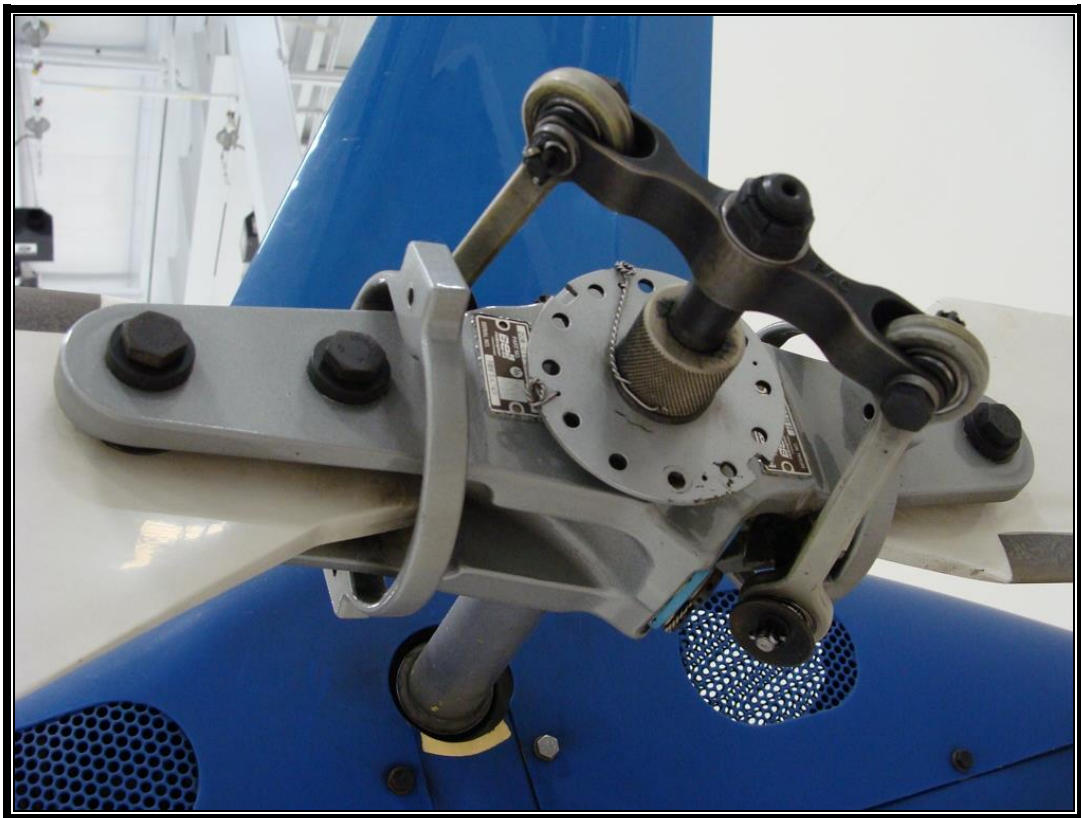


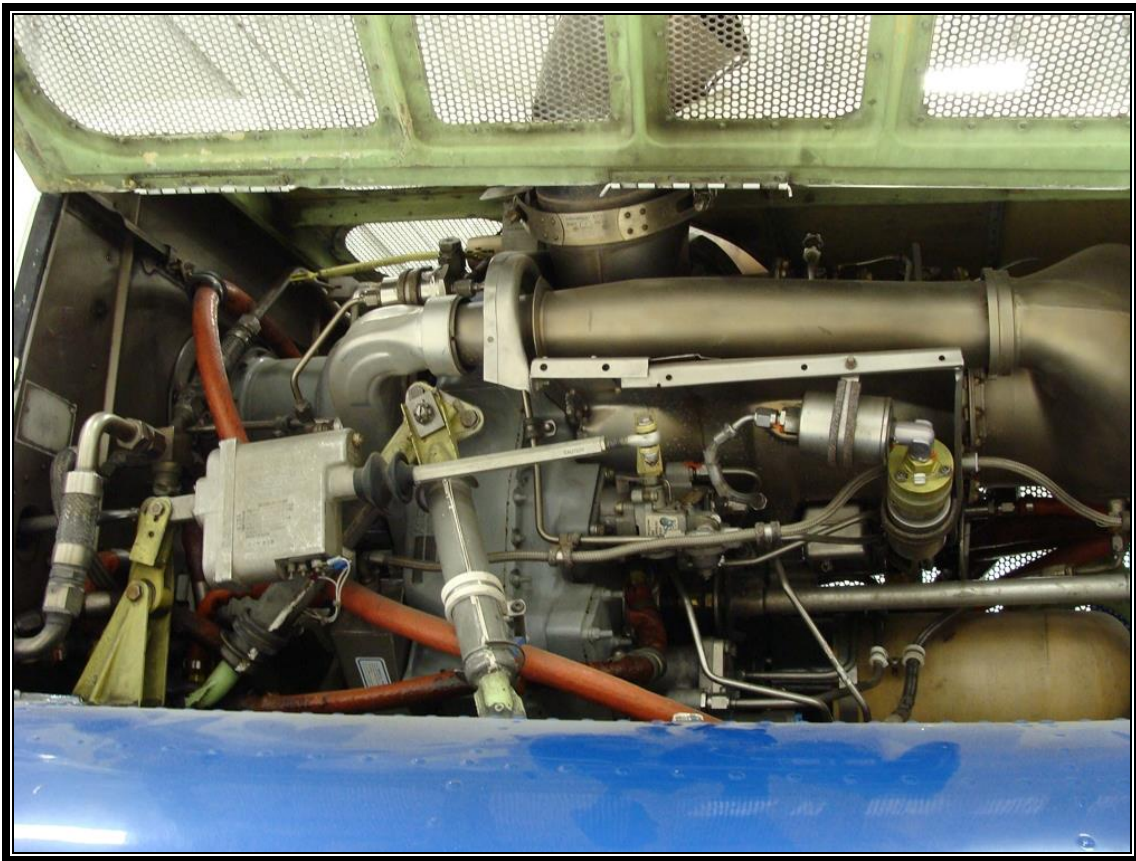















## Bell 206B Jet Ranger III – Main Rotor Blades:



**MAIN ROTOR BLADES:**

PART NUMBER	SERIAL NUMBER	TSN	LIFE	HRS REMAINING	% REMAINING
206-010-200-149	VL00138114	387.8	5,000	4,612.2	92.2
206-010-200-149	VL00106292	387.8	5,000	4,612.2	92.2

BELL PRICE FOR NEW SET: \$160,690.00  
 LEAD TIME FOR NEW SET: 433 DAYS  
 PRO RATE VALUE AT 92.2 % \$148,156.18

## Whelen A650PR/PG Stabilizer Anti-Collision Strobe Lights





## POTENTIALLY AVAILABLE LAW ENFORCEMENT EQUIPMENT

Technisonic TDFM-7000 Multiband P25 Airborne Multi-Band  
Law Enforcement Radio



## SPECTROLAB MX-16 SEARCHLIGHT







# Wescam MX-10



## MX™-10





### WESCAM's MX-10. Fully Digital. High Definition.

A Small, Multi-Sensor, Multi-Spectral Imaging System in a single LRU configuration.

**Ideal for:** Low-Altitude; Tactical Surveillance & SAR missions requiring low-weight installation flexibility

**Airborne Installations:** Aerostat, Fixed-Wing, Rotary-Wing, UAV

### FEATURES & BENEFITS: MX-10

#### Multi-Sensor Imaging/Lasing Payload Options

- Supports up to 6 payload items simultaneously
- HD thermal, HD daylight and low-light cameras provide 24/7 imaging
- Continuous zoom IR and EO
- High-magnification spotter
- High-sensitivity color low-light imaging
- Eyesafe laser rangefinder
- Laser illuminator in choice of narrow or wide divergence

#### High Performance Gimbal

- 4-axis stabilized turret with internal passive isolator for excellent stabilization performance
- Sharp optics and excellent stabilization performance results in industry leading target detection, recognition and identification range performance in the 10" class
- IMU mounted to optical bench for high target location accuracy
- INS auto-align to aircraft

#### Advanced Image Processing

- Real-time image enhancement on all sensors
  - High performance haze penetration
  - Improved feature recognition and ID
  - 2x, 4x Ezoom
- Advanced video tracker with automatic target detection
- Imaging blending

#### WESCAM Advanced Video Engine (WAVE)

- A high-performing embedded computing engine engineered to support advanced image-processing capabilities
- WAVE architecture includes a state-of-the-art graphics processing unit (GPU) - enabling future advancements in image processing & surveillance automation

#### Interface Flexibility

- Built-in video switch matrix provides multiple HD-SDI and analog video outputs
- 720p or 1080p HD video
- Wide range of data ports; RS-232/422, Ethernet, MIL-STD-1553B, ARINC429
- All standard MX-Series command and control, moving map, searchlight, and radar interfaces

#### Ruggedness

- Rugged aerospace grade aluminum structure
- MIL spec environmental, EMC, and power quality qualification
- Built-in vibration isolator protects internal payload components
- Rigorous environmental stress screening (ESS)
- Designed to minimize maintenance requirements and simplify repair

#### Simplified Aircraft Integration

- 38 lb turret
- Electronics unit inside the turret
- Built-in vibration isolation
- Built-in GPS receiver
- <14" turret height for better ground clearance
- Compatible with standard quick disconnect mounts
- Side mounted connectors for recessed installations
- No calibration required for LRU swapout

See our products in action on [YouTube](#)

Search:

- MX-10 Product Video
- Homeland Security

### Product updates include:

- HD Thermal Imager
- High Sensitivity Color Imagers
- Advanced Video Tracker (AVT)
- Embedded Moving Target Indicator
- Pseudo Color IR
- WAVE Technology



HDIR



Pseudo Color IR



MX-25 / MX-25D MX-10 MX-100 MX-8 MX-20 MX-200 MX-15 MX-15D MX-GCS MX-RS1A MX-10MS

### WESCAM's EO/IR/Laser Systems



## MX-10



## PAYLOAD SPECIFICATIONS - SELECT UP TO 6 IMAGING & LASER SENSORS

### Sensor #1a - Thermal Imager:

**Type:** 3-5µm staring array  
**Resolution:** 640 x 512  
**Fields of View:** 30.0° to 1.8°, Continuous Zoom  
 or

### Sensor #1b - HD Thermal Imager:

**Type:** 3-5µm staring array  
**Resolution:** 1280 x 720  
**Fields of View:** 30.2° to 2.9°, Continuous Zoom

### Sensor #2 - Daylight Continuous Zoom:

**Type:** CMOS  
**Resolution:** 1920 x 1080  
**Fields of View:** 31.2° to 1.2°

### Sensor #3 - Low Light Continuous Zoom:

**Type:** Electron-multiplied CCD (Mono)  
**Resolution:** 640 x 480  
**Fields of View:** 40.8° to 2.38°

### Sensor #4 - Daylight Spotter:

**Type:** CMOS  
**Resolution:** 1920 x 1080  
**Fields of View:** 0.61°

### Sensor #5 - Laser Rangefinder (LRF):

**Laser Type:** Diode Pumped (Class 1), Eyesafe  
**Wavelength:** 1.54µm  
**Range:** 20km max.

### Sensor #6a - Laser Illuminator<sup>1</sup>, Narrow: (NVG Compatible)

**Laser Type:** Diode - (Class 3B)  
**Modes:** Continuous, Pulsed  
**Wavelength:** 852nm  
 or

### Sensor #6b - Laser Illuminator<sup>1</sup> Wide:

**Laser Type:** Diode - (Class 3B)  
**Modes:** Continuous, Pulsed  
**Wavelength:** 852nm

### Additional MX-10 Features:

**IMU:** Mounted on optical bench  
**AutoTracker:** Embedded (option)  
**GPS Receiver:** Embedded (option)  
**Moving Target Indicator:** Embedded (option)

### Notes:

- 2x, 4x Ezoom is available to increase magnification
- 720p FOVs. Consult factory for 1080p and analog FOVs
- All FOVs are horizontal

## SYSTEM SPECIFICATIONS

### MX-10 Turret

<38 lbs / 16.8 Kg (all sensors)  
 10.24"(D) x 13.98"(H)  
 260mm (D) x 355mm (H)

### Power

MIL-STD-704E, 28 VDC, 10 Amps max.,  
 4 Amp steady state

### Hand Controller Unit (HCU)

2.2 lbs / 1.0 Kg  
 4.25"(W) x 8.97"(L) x 3.00"(D)  
 108mm (W) x 228mm (L) x 76mm (D)  
 Powered by turret, 5 W max.

### Cables

Consult factory for available variants

### Environmental

MIL-STD-461F, MIL-STD-810FG

### TURRET SPECIFICATIONS:

#### Line-of-sight Stabilization

Typically < 15 µrad, fixed wing  
 < 20 µrad, rotary wing

Consult factory for performance under specific vibration conditions

### Stabilization and Steering

(2) Axis Inner (pitch/yaw)  
 (2) Axis Outer (azimuth/elevation)

### Vibration Isolation

(6) Axis Passive (x/y/z/pitch/roll/yaw)

**Azimuth Coverage:** Continuous 360°

**Elevation Coverage:** +90° to -120°

### STANDARD INTERFACES:

**Video Outputs:** 3 Digital & 4 Analog simultaneously

**Digital Video:** SMPTE 292M, 720p or 1080p

**Analog Video:** NTSC or PAL

**Communication:** MX-Hand Controller

### OPTIONS:

#### Interfaces Types:

RS-422  
 RS-232  
 MIL-STD-1553B  
 Ethernet

#### Functional Interfaces:

Moving Map  
 Remote Control  
 Searchlight  
 Radar  
 Microwave/Data Link  
 Aircraft INS/GPS  
 Metadata

### Other:

Autotracker  
 Service Stand  
 Dovetail Adaptor  
 Quick Release Adaptor

### Controller:

MX Mission Grip



Equipment described herein may require Canadian and/or U.S. Government authorization for export purposes.  
 Diversion contrary to Canadian and/or U.S. law is prohibited.



WESCAM has a policy of continuous product improvement.  
 Specifications are therefore subject to change without notice.

January 2018

Inquiries: 1 800 668 4355  
 sales.wescam@L3T.com

# Airworthiness Certificate History

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS <b>N62738</b>	2. MANUFACTURER AND MODEL <b>BELL HELICOPTER TEXTRON CANADA MODEL 206B</b>	3. AIRCRAFT SERIAL NUMBER <b>4420</b>	4. CATEGORY <b>NORMAL</b>
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: <b>EXEMPTION #595B - CAR 6.328 POWER BOOST AND POWER OPERATED CONTROL SYSTEMS.</b>			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective so long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>AUG 12 1996</b>	FAA REPRESENTATIVE <b>F. DEAN POWERS</b>	DESIGNATION NUMBER <b>ANE-MIDO-46</b>	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)		* U.S. GPO: 1989-662-877	

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS <b>N62738</b>	2. MANUFACTURER AND MODEL <b>BELL HELICOPTER TEXTRON CANADA MODEL 206B</b>	3. AIRCRAFT SERIAL NUMBER <b>4420</b>	4. CATEGORY <b>NORMAL</b>
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for sale operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: <b>EXEMPTION #595B - CAR 6.328 POWER BOOST AND POWER OPERATED CONTROL SYSTEMS.</b>			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective so long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>AUG 12 1996</b>	FAA REPRESENTATIVE <b>F. DEAN POWERS</b>	DESIGNATION NUMBER <b>ANE-MIDO-46</b>	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)		* U.S. GPO: 1989-662-877	

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS <b>N911FW</b>	2. MANUFACTURER AND MODEL <b>Bell Helicopter Textron, 206B</b>	3. AIRCRAFT SERIAL NUMBER <b>4420</b>	4. CATEGORY <b>Normal</b>
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions: <b>EXEMPTION #595b - CAR 6.328 POWER BOOST AND POWER OPERATED CONTROL SYSTEMS.</b>			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective so long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>R8/02/96</b>	FAA REPRESENTATIVE <b>Bill P. McDonald</b>	DESIGNATION NUMBER <b>DARF710539SW</b>	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362		U.S. Government Printing Office - 1978-075-526	

0000001332 NUMBER ASSIGNED TO <b>N911FW</b>		6-1	
<b>ASSIGNMENT OF SPECIAL REGISTRATION NUMBERS</b> Aircraft Make and Model: <b>BELL</b> Serial Number: <b>4420</b> ICAO AIRCRAFT ADDRESS CODE FOR N911FW = <b>53115364</b> BELL HELICOPTER TEXTRON INC 3000 NORWOOD DEPT #2 PLANT 8 HURST, TX 76053		Special Registration Number: <b>N911FW</b> Present Registration Number: <b>N</b> Issue Date: <b>OCTOBER 22, 1996</b> This is your authority to change the United States registration number on the above described aircraft to the special registration number shown. Carry duplicate of this form in the aircraft together with the air registration certificate as interim authority to operate the aircraft pending receipt of revised certificate of registration. Obtain a revised certificate of airworthiness from your nearest Flight Standards District Office. The latest FAA Form 8100-6, Application For Airworthiness on file is dated: The aircraft is currently in the category: <b>STD NORMAL</b>	
INSTRUCTIONS: SIGN AND RETURN THE ORIGINAL of this form to the Civil Aviation Registry, AFS-750, within 5 days after the special registration number is affixed on the aircraft. A revised certificate will then be issued. This authority is valid for 90 days from the issue date. The authority to use the special number expires: <b>OCTOBER 22, 1997</b>			
CERTIFICATION: I certify that the special registration number was placed on the aircraft described above. Signature of Owner: <b>W. L. McLean</b> Title of Owner: <b>Regional Controller Manager</b> Date Placed on Aircraft: <b>10/28/1996</b> AC Form 8080-04 (1985) Government Previous Edition		RETURN FORM TO: Civil Aviation Registry, AFS-750 P.O. Box 25504 Oklahoma City, Oklahoma 73125-0504	

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
A	CATEGORY/DESIGNATION: <b>EXPERIMENTAL</b> PURPOSE: <b>SHOW COMPLIANCE TO THE CFR</b>
B	MANUFACTURER: <b>N/A</b> NAME: <b>N/A</b> ADDRESS: <b>N/A</b>
C	FLIGHT: <b>N/A</b> FROM: <b>N/A</b> TO: <b>N/A</b>
D	N- <b>911FW</b> SERIAL NO. <b>4420</b> BUILDER <b>Bell Helicopter</b> MODEL <b>206B</b>
E	DATE OF ISSUANCE: <b>9/15/04</b> EXPIRY: <b>10/15/04</b> OPERATING LIMITATIONS DATED <b>9/15/04</b> ARE PART OF THIS CERTIFICATE SIGNATURE OF FAA REPRESENTATIVE: <b>Bill P. McDonald</b> DESIGNATION OR OFFICE NO. <b>DARF710539SW</b>
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.	
FAA FORM 8130-7 (10/02) SEE REVERSE SIDE	

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
A	CATEGORY/DESIGNATION: <b>EXPERIMENTAL</b> PURPOSE: <b>SHOW COMPLIANCE TO THE CFR</b>
B	MANUFACTURER: <b>N/A</b> NAME: <b>N/A</b> ADDRESS: <b>N/A</b>
C	FLIGHT: <b>N/A</b> FROM: <b>N/A</b> TO: <b>N/A</b>
D	N- <b>911FW</b> SERIAL NO. <b>4420</b> BUILDER <b>Bell Helicopter</b> MODEL <b>206B</b>
E	DATE OF ISSUANCE: <b>9/15/04</b> EXPIRY: <b>10/15/04</b> OPERATING LIMITATIONS DATED <b>9/15/04</b> ARE PART OF THIS CERTIFICATE SIGNATURE OF FAA REPRESENTATIVE: <b>Bill P. McDonald</b> DESIGNATION OR OFFICE NO. <b>DARF710539SW</b>
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FAA FORM 8130-7 (10/02) SEE REVERSE SIDE	

**ALSO CONCURRENTLY AVAILABLE:**  
**Request & See N206FW Full Specifications**

**2003 Bell 206B Jet Ranger III**  
Immediately Available – Not Airworthy  
Serial Number: 4575    Registration: N206FW  
Call For Pricing & Options - ASWI



- No Damage History
- Original Owner – Fort Worth Police Department
- Always & Only Professionally Flown
- Always Hangared
- Impeccable Maintenance History
- All significant Engine Maintenance performed by **Keystone Turbine Services/PAG**

**AIRFRAME:**

Total Time:	14,425 Hours
Manufactured By:	Bell Helicopter Textron Canada Ltd.
Model:	206B – Bell Jet Ranger III
Manufacturing Date:	November 2003
Airworthiness Certificate Date:	December 2003
Entry Into Service Date:	March 2004
Serial Number:	4575
US FAA Type Certificate:	H2SW
Canadian Type Certificate:	H-92
Aircraft Identification Plate:	CC-002534

These Aircraft Proudly Represented By:



If you have questions or need additional information, please  
contact:

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Silver Hawk Aviation, LLC  
Siesta Key, Florida  
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[www.silverhawkaviation.biz](http://www.silverhawkaviation.biz)

The preceding preliminary information is for discussion purposes only. 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. Specifications provided here are subject change, correction, and to verification by the purchaser, and are not guaranteed for accuracy, and purchaser should rely on their own inspection as the Aircraft is sold "As is - Where is"

Silver Hawk Aviation, LLC offers the details of this Aircraft in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the aircraft. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. The Aircraft presented is offered subject to prior sale, price change, or withdrawal without notice.