



# AIRCRAFT FOR AFRICA

PRE-OWNED AIRCRAFT FOR SALE

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**1977 Bell 206B-3 Jet Ranger III**





072 725 1100



Aircraft is OFFERED subject to prior sale, price change, lease and / or removal from the market without prior notice. Verification of specification upon inspection. Specifications and descriptions are provided on an introductory basis and does not constitute representation or warranties. **\* DISTRIBUTION STRICTLY PROHIBITED \***

## SELLING PRICE

\$180,000 Ex

## AIRFRAME & ENGINE

Time Since New:	13,077 Hours
Landings/Cycles Since New:	9,800
Hobbs:	12,050 Hours
Take-Offs Total:	11,136

Engine Type:	Allison 250-C20B
Time Since New:	14,428 Hours
Total Starts:	9,800
Time Since Overhaul:	Not Stated

*\* Previous engine documents show 14,330 hours total tome at 21 October 2009; the July 2020 flight report aligns with that progression in total time,, but engine cycles/LLP cycle tracking remains incomplete*

## ACCESSORY GEARBOX ASSEMBLY

Recorded Events:	Main Rotor Strike/Sudden Stoppage (Per Historical Cards)
Last Recorded Removal:	6 July 2014 @ 7,216 Aircraft Hours
Time Since Overhaul at Removal:	3,645 Hours Since Overhaul (As Recorded)



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## RECORDS REVIEWED

The following documents were reviewed and cross-checked where possible:

- Installed Components and Inspection Data Sheet (Status Sheet)
- Prior Technical Report(s) Noting Discrepancies and General Condition
- Engine Component Status Records
- Historical Service Records for Major Components (Including AGB)
- FAA Form 337 and Associated STC Documentation (As Provided)
- Technical and Flight Report (Informe Tecnico y de Vuelo) No, 0003277 Dated 6 July 2020

## FINDINGS

### *AD/SB Log*

The AD/SSB section on the provided form appears blank in the copy received; therefore, no airworthiness directive or service bulletin compliance can be confirmed from this document alone

### *Components Removed/Installed (As Recorded)*

This report documents a component change with the following handwritten data:

- Removed: Part Number recorded as RG 206 (handwritten) – Serial Number 40846784
- Removed Part Number recorded as RG 206 (handwritten) – Serial Number 40751425

Due to limited clarity in the scanned copy, the exact nomenclature of the component cannot be confirmed from this page alone. The entry is retained as recorded and should be verified against the applicable component card/logbook entry



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## **FINDINGS CONTINUED**

### *Discrepancies and Corrective Actions*

Handwritten notes indicate performance of an inspection and battery maintenance actions, including:

- Inspection referenced as 100 Hour Inspection (handwritten)
- Battery removal performed per Maintenance Manual reference (handwritten: Chap 96-25)
- Battery installation performed per Maintenance Manual reference (handwritten: Chap 96-33)
- A handwritten date is present (appears as 17 June 2020) supporting the maintenance action timing

The form includes technician signatures and license numbers; however, the identities are partially obscured in the copy provided

### *Release to Service*

The form includes an airworthiness release statement indicating the aircraft was inspected and approved for return to service on the date of the report



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## **CONSOLIDATED TECHNICAL ASSESSMENT (RECORDS-BASED)**

This flight/technical report provides supporting evidence that the aircraft was operational and released to service as of July 2020, with aircraft time 13,077 hours and engine time 14,428 hours recorded on that date.

However, it does not close the previously identified documentation gaps affecting engine and dynamic component traceability, including incomplete life-limited part cycle tracking and missing historical cards for certain accessories.

## **RECOMMENDATIONS**

Prior to purchase, return to service, or major maintenance planning, it is recommended to:

- Reconcile aircraft/engine times across all logs, status sheets, and component cards
- Re-establish complete engine cycle history for LLP components or reset life status per approved procedures
- Confirm component identification for the RG 206 change entry using the original logbook/card
- Perform focused evaluation of the accessory gearbox due to recorded severe events
- Verify ADD/SB compliance status through complete maintenance records (not available on the provided form copy)

*Prepared as a records-based technical review using the documentation provided*



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## PROCEDURE, TERMS AND CONDITIONS OF TRANSACTION

**Interested buyers or sellers can contact Aircraft for Africa** through the provided email addresses and phone numbers to express their interest in selling or purchasing a specific aircraft or helicopter. [Deborah@aircraftforafrica.com](mailto:Deborah@aircraftforafrica.com) +27 72 725 1100

- 1. Exclusive Mandate:** Aircraft for Africa requires an Exclusive Mandate or Regional Mandate to represent the aircraft. This means that they need to have the authorization to sell or procure the aircraft.
- 2. Offer to Purchase (OTP):** Once the specifications of the aircraft are received and accepted by the buyer, an Offer to Purchase (OTP) is entered into and signed by both the buyer and the seller. This document shows the intention to purchase the aircraft.
- 3. Refundable Deposit:** Upon signature and acceptance of the **OTP** by both parties, a pre-determined refundable deposit of the purchase price is placed in escrow for an international transaction.
- 4. Local transaction within Southern Africa,** the refundable deposit is paid into a trust account within 2 business days of signing the **OTP**.
- 5. Grounding the Aircraft:** Upon receipt of the refundable deposit, the aircraft will be grounded and removed from the marketplace, indicating that it is no longer available for sale to other potential buyers.
- 6. Pre-Purchase Inspection:** A date will be set for the pre-purchase inspection, which will be carried out on behalf of the buyer. The inspection is to be carried out by an independent engineer, and all records, component status, logbooks, etc. will be made available for inspection.
- 7. Proof of No Encumbrances:** The seller is required to provide proof that there are no encumbrances on the aircraft, ensuring that it is free from any legal claims or liabilities.
- 8. Acceptance Certificate:** Upon the purchaser signing the acceptance certificate, the refundable deposit becomes non-refundable and will be applied to the final purchase price.
- 9. Aircraft Purchase Agreement:** After the acceptance certificate is signed, an Aircraft Purchase Agreement will be entered into between the seller and the purchaser, finalizing the terms and conditions of the sale.
- 10. Additional Sale Conditions:** Any additional suspensive sale conditions, such as subject to finance or insurance, required by the buyer and the seller, will form part of the **OTP**.
- 11. Insurance and Finance Assistance:** Aircraft for Africa offers assistance with insurance and finance quotations if required. Terms and conditions apply, and these will be included in the Aircraft Purchase Agreement.

**It is important to note that this process is specific to Aircraft for Africa (AFA)** and may vary depending on the seller and the circumstances of the aircraft purchase/sale.



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# THANK YOU

Please contact us for more information

**DEBORAH NICHOLLS**

Sales & Marketing Strategist  
[deborah@aircraftforafrica.com](mailto:deborah@aircraftforafrica.com)  
(+27) 72 725 1100

**LAURENCE NICHOLLS**

Specialist Consultant -  
Helicopters & Fixed Wing  
[laurence@aircraftforafrica.com](mailto:laurence@aircraftforafrica.com)  
(+27) 76 295 7777

**JOHAN BORSTLAP**

Airliner & Airfreight Specialist  
[johan@aircraftforafrica.com](mailto:johan@aircraftforafrica.com)  
(+27) 83 700 4304

**MARNA MARAIS**

Sales & Research  
[marna@aircraftforafrica.com](mailto:marna@aircraftforafrica.com)  
(+27) 82 434 3097



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