

BELL 430 Model Guide

BELL 430 is a Bell helicopter that the registry family data classes as turboshaft. That data shows up to 10 passengers, 128 kt cruise, 270 nm range, an 18,500 ft service ceiling and 4,200 kg MTOW. These are family maxima, not confirmed figures for one aircraft. The library entry lists it as piston, which conflicts with the registry. Check engine type against the aircraft's papers.

KEY TAKEAWAYS

- Family data: up to 10 passengers, 128 kt cruise, 270 nm range. These are maxima across variants, not certified figures for one aircraft.
- Alert Service Bulletin 430-21-60 covers serial numbers 49001 through 49129. It has been superseded by ASB 430-22-61.
- Ask for logbook entries showing the pitch link clevis and universal bearing inspections were done and are current.
- No variant-specific weights or speeds were supplied. Get them from the approved flight manual before buying.

MAIN ROTOR PITCH LINK INSPECTIONS

ASB 430-21-60 Part I required a magnetic particle inspection of clevis 430-010-432-101 and an inspection of universal bearing 212-010-412-001. Part II is a recurring 10X visual clevis check every 50 flight hours. Part III is a recurring bearing inspection every 150 flight hours. Estimated labor is 8.0, 2.0 and 3.0 man-hours for Parts I, II and III.

GREASING AND REPLACEMENT RULES

The universal bearing purge greasing interval is 25 hours at most. Purge grease after each day of operation in rain or snow, and after washing. Purge grease every 7 days if parked outside in heavy dew. Salt-laden environments need shorter intervals. If a binding bearing is replaced, an associated clevis with more than 5,000 hours is replaced too.

WHAT TO CHECK BEFORE BUYING

Confirm the serial number against the 49001 to 49129 range and check whether ASB 430-22-61 has been complied with. The bulletin was issued 13 July 2021 and revised 18 December 2024. It gives no warranty credit for parts or labor. Look for logbook entries for each part, and ask about storage and operating environment (rain, dew, salt).

PERFORMANCE

Family Max Range Nm	270
Family Max Cruise Speed Kts	128
Family Max Service Ceiling Ft	18500

SAFETY NOTES

- A worn, stiff or damaged universal bearing can raise vibration and pass excessive bending loads to the clevis, especially if it is under-lubricated.
- Any clevis with signs of cracking must be replaced and reported to Bell Product Support Engineering.
- A bearing that feels stiff, or has no resistance, in one zone of its rotation is cause for rejection.