

Bell UH-1D, 205A-1

A grayscale map of the world, showing the continents of North America, South America, Europe, Africa, Asia, and Australia. A small black dot is located in the North Atlantic Ocean, west of the British Isles. The word "HELICOPTER" is written in large, bold, black capital letters across the middle of the map, and the year "2024" is written in smaller black capital letters below it.

HELICOPTER

2024

We would like to formally offer Bell/Dornier UH-1D Iroquois helicopters (under civil designation Bell 205A-1). It is a license built UH-1D built by Dornier (Germany) for the German Armed Forces, were operated in the SAR version and maintained to the highest standards by the German Army and Air Force. They built a total of 352. The "D" in UH-1D stands for Deutsche/Dornier and is not related to the older model UH-1D. This aircraft is actually built closer to a Commercial Bell 205 A-1. All the rotatable parts (blades, heads, gearboxes, etc...) are OEM Bell Parts. The airframe is unique as the Germans eliminated almost all honeycomb panels on the fuselage and replaced them with aluminum panels which helped fixed the delamination problems and made the fuselage sturdier. Below you will find more details on the information of each individual Bell/Dornier UH-1D (Bell 205A-1) helicopter for sale in this listing. To find every single spec sheet for the Bell/Dornier UH-1D (Bell 205A-1) helicopters, go to the next page of this document. A large number of spare parts are available for this type of helicopter. A list of spare parts can be sent on request.

The Bell 205 A-1 is a medium single-engine turbine helicopter. It has a two-bladed teetering rotor derived from the rotor originally developed for the Bell 47 by Art Young. The blades are made of aluminum alloy. The engine used for this helicopter is a Honeywell (formerly Lycoming) T5313A. A two-bladed tail rotor provides directional control. The fuselage is made of conventional aluminum alloys and is mounted on a fixed skid gear. The cabin features two pilot seats up front and a passenger or cargo cabin behind. It has a flat floor and two very large sliding doors to provide ready access to every part of the cabin. When used for passenger transport, it can seat up to 13. When used for cargo, it can carry up to 1090 kg internally and up to 1400 kg externally. These aircraft can only be used as Public use, Experimental, or Foreign Military and/or Foreign use (outside the U.S.).

UH-1D (BELL 205A-1)

Highlights

- + UH-1D Iroquois helicopters - Ready to delivery
- + Civil registration
- + 13 pax possible and equipped or 9 pax + 1 crew chief
- + Enlarged sliding doors on L+R side
- + NVG cockpit lighting
- + Cargo Hook 1600 kg
- + Hoist ready
- + External water tanks
- + Equipment variability
- + ARC of the helicopters on register will be new with delivery
- + Regular maintenance no accidents or incidents
- + Fresh 150hrs annual inspection, avionics and instrument modifications quoted on request
- + Many additional spare parts and optional equipment available

Aircraft Basics

- + License built by Dornier UH-1D
- + 2 fully adjustable pilot seats
- + Standard light seats w/ 4-point shoulder & lap harness
- + Enlarged sliding doors on L+R side
- + Enlarged step fixed provisions
- + Dual controls
- + Single pilot operation
- + Maintained to the highest standards by the German Army and Air Force
- + Preparation for special military installations
- + Special anti-corrosion treatment, no corrosion on helicopters
- + As standard, the UH-1D does not feature a dedicated weapons system, but does house two pintle mounts on either side to equip a wide array of weapons
- + Used for search and rescue missions, combat assault, firefighting, external lift, VIP and troop transport, and medevac.
- + Excellent condition ex German Army



Engine Manufacturer and Model

- + 1 Turboshaft Engine
- + Lycoming T53-L-11, T53 L-13B, turboshaft engine, 1,400 shp (1,000 kW)

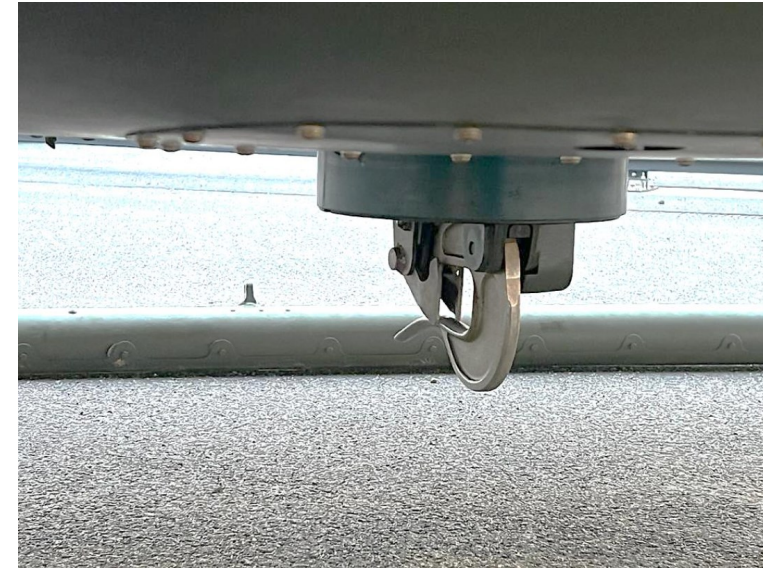
Weight

- + Empty weight: 5,215 lb (2,365 kg)
- + Capacity: 3,880 lb (1,760 kg) including 11-14 troops, 6 stretchers and attendant, or equivalent cargo
- + Gross weight on any helicopter is 4315 kg
- + Weight on the hook 1400 kg

Helicopter equipment is subject to change



Cargo Hook



Hoist ready





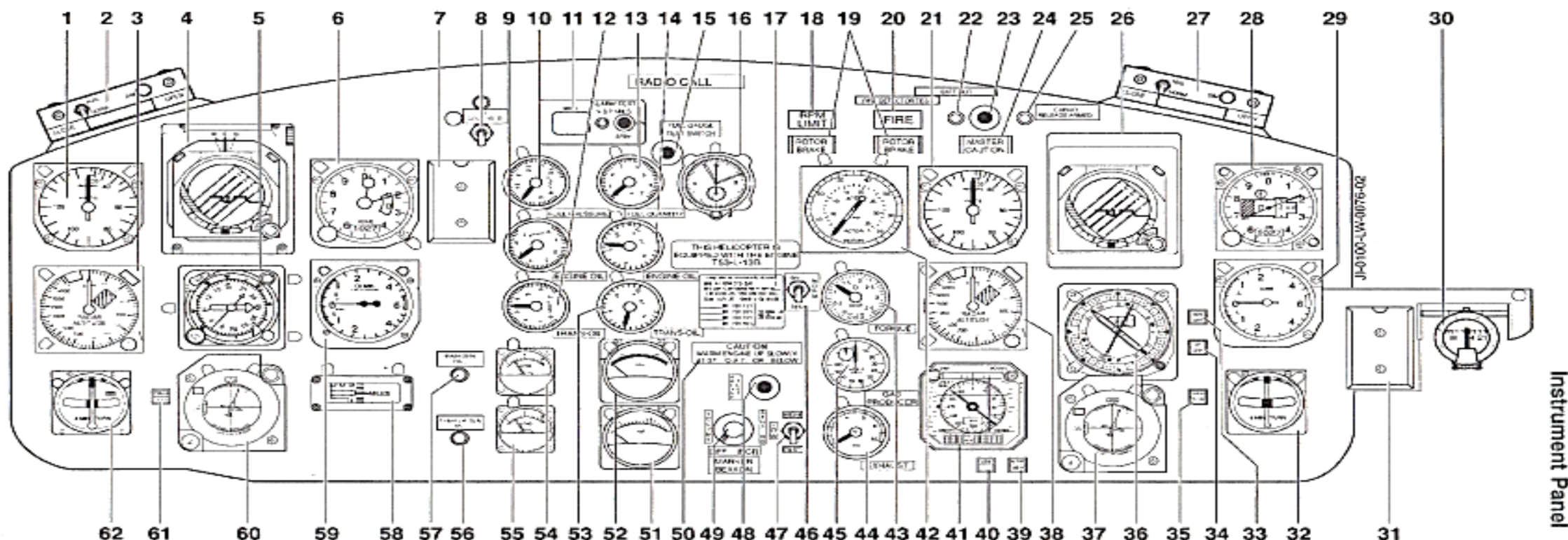
External water tanks



MEDEVAC ready

UH-1D (BELL)

Instrument Panel/NVG cockpit lighting



Instrument Panel

- | | | | |
|--|---|--|---|
| 1 Airspeed indicator (copilot) | 17 Engine placard | 33 HDG OFF light | 49 Marker beacon volume control knob |
| 2 Radar altimeter remote indicator (copilot) | 18 RPM LIMIT warning light | 34 LF/UHF switch light | 50 Engine caution placard |
| 3 Radar altimeter indicator (copilot) | 19 ROTOR BRAKE warning lights | 35 VOR-ILS/TACAN switch light (pilot) | 51 AC voltmeter |
| 4 Attitude indicator (copilot) | 20 FIRE warning light | 36 Bearing, Distance and Heading Indicator (pilot) | 52 DC voltmeter |
| 5 Radio magnetic indicator (copilot) | 21 Airspeed indicator (pilot) | 37 VOR/ILS indicator (pilot) | 53 Transmission oil temperature indicator |
| 6 Altimeter indicator (copilot) | 22 BATT HOT light | 38 Radar altimeter (pilot) | 54 DC loadmeter (main generator) |
| 7 Deviation card (C-2G compass) | 23 Fire detector test switch | 39 ALERT/MEM indicator light | 55 DC loadmeter (starter generator) |
| 8 IFF CODE HOLD switch and light | 24 MASTER CAUTION light | 40 LEG indicator light | 56 STARTER GEN FAIL light |
| 9 Engine oil pressure indicator | 25 CARGO RELEASE ARMED light | 41 Pilot's steering indicator (PSI) | 57 MAIN GEN FAIL light |
| 10 Fuel pressure indicator | 26 Attitude indicator (pilot) | 42 Dual tachometer (E-RPM, R-RPM) | 58 DME indicator |
| 11 Engine vibration indicator | 27 Radar altimeter remote indicator (pilot) | 43 Torquemeter | 59 Vertical speed indicator (copilot) |
| 12 Transmission oil pressure indicator | 28 Altimeter encoder indicator (pilot) | 44 Exhaust gas temperature indicator | 60 VOR/ILS indicator (copilot) |
| 13 Fuel quantity indicator | 29 Vertical speed indicator (pilot) | 45 Gas producer tachometer (N1-RPM) | 61 VOR-ILS/TACAN switch light (copilot) |
| 14 Engine oil temperature indicator | 30 Standby compass (magnetic) | 46 BIV-NORM-TEST switch | 62 Turn and slip indicator (copilot) |
| 15 Fuel gauge test switch | 31 Deviation card (standby compass) | 47 Marker beacon sensing switch | |
| 16 Clock | 32 Turn and slip indicator (pilot) | 48 UHF ADF TEST button | |

UH-1D (BELL 205A-1) Instrument VFR/IFR



Flight monitoring

- Attitude indicator
- Turn and slip indicator
- Pitot Static system
 - with barometric altimeter
 - with rate-of-climb indicator
 - with airspeed indicator
- Clock
- Outside air temperature gage
- Radar altimeter
- FDR/DAU
- Engine indicators
- Transmission indicators

Communication

- Intercommunication set
- UHF/AM Radio set
- VHF/AM Radio set

Navigation

- Compass system
- Standby magnetic compass
- VOR/ILS navigation set
- ADF set
- TACAN
- Marker beacon set

Identification

- S mode set
- ELT

Lighting system

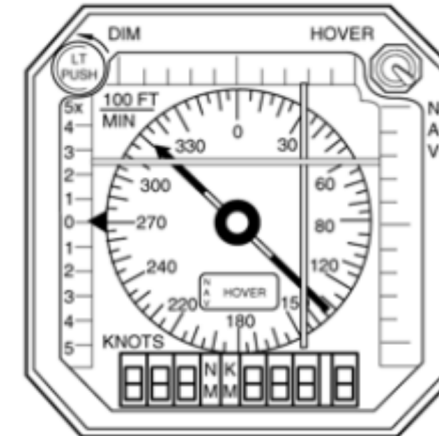
- Position lights
- Anti-collision lights
- Search-/Landing light
- Instrument lighting system
- Electrical handlamp
- Pocket flashlight

Electrical power supply system

- Voltmeter DC
- Voltmeter AC
- Failure warning equipment

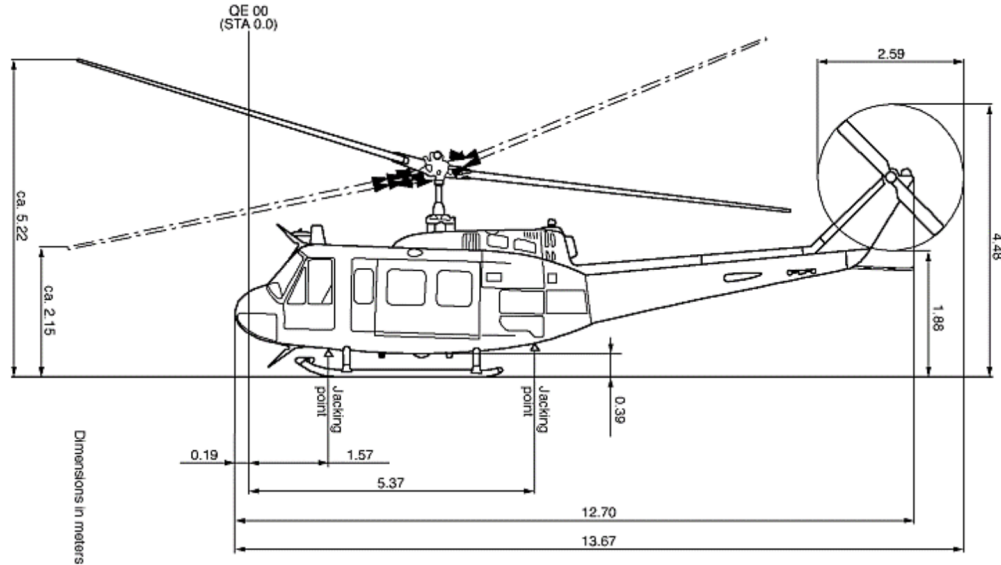
Anti-icing systems

- Pitot heat (electric)
- Windshield de-icing
- Engine air inlet anti-icing



UH-1D

Dimension

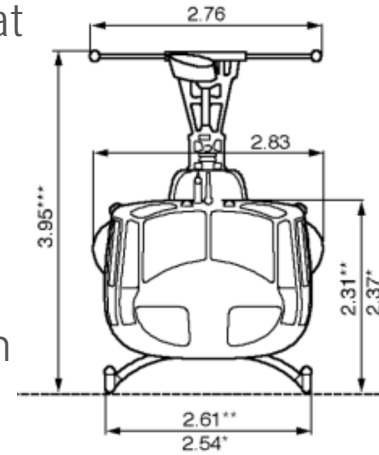


Length

- Overall (main rotor fore and aft and tail rotor vertical) to end of tail skid 16.45 m
- Nose of cabin to end of tail skid 12.70 m
- Nose of cabin to end of tail rotor (tail rotor horizontal) 13.67 m
- Skid gear 3.68 m

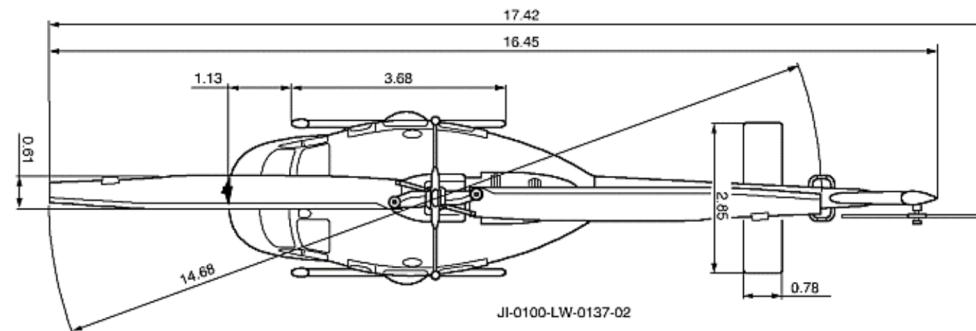
Height

- Tip of main rotor forward blade to ground 2.15 m
- Tip of main rotor forward blade to ground (tied-down at handling tubes) 5.22 m
- Tip of tail rotor blade, vertical position 4.48 m
- Tail skid to ground 1.45 m
- Top of cabin 2.31 m
- Cabin bottom to ground 0.39 m
- Tail rotor clearance (ground to tip, rotor turning) 1.88 m
- Top of stabilizer bar to ground approximately 3.95 m



Width

- Skid gear (no load) 2.54 m
- Skid gear with handling wheels 3.00 m
- With bubble windows 2.83 m
- Synchronized elevator 2.85 m



UH-1D (BELL 205A-1)

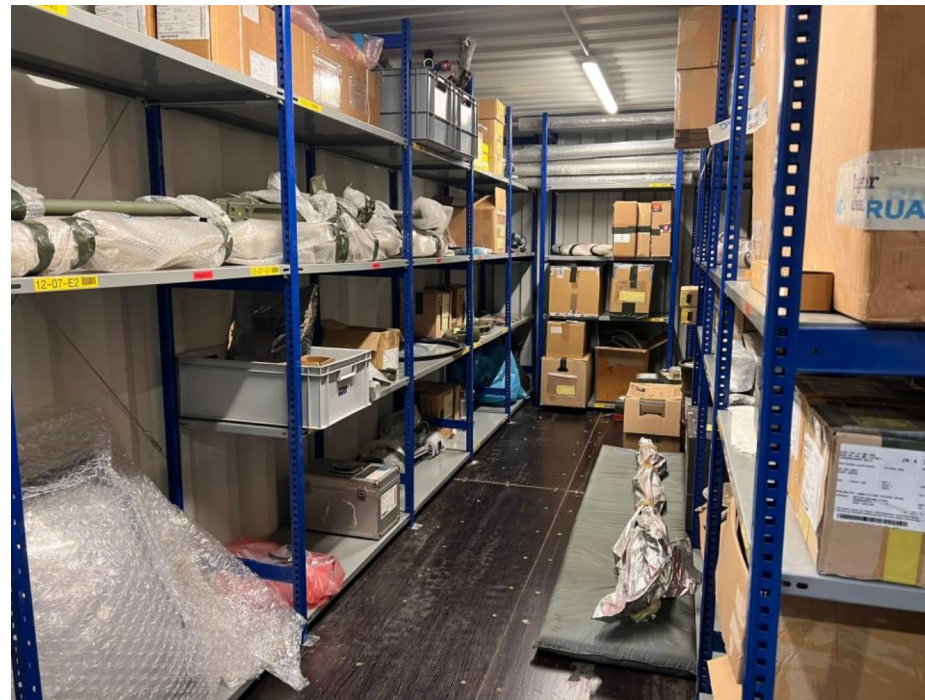


PARE PARTS



PRICE

AVAILABLE ON REQUEST



BELL/DORNIER UH-1D (BELL 205A-1)

 **YAER** 1969  **TTAF** -----  **CAPACITY** 13  **SPEED** 115 KTS  **RANGE** 230 NM  **LOCATION** EUROPE  **SPARE PARTS** AVAILABLE  **AVAILABILITY** IMMEDIATE  **PRICE**



CAA registration approved Annex I aircraft
under "Special" category, ready for utility
use.

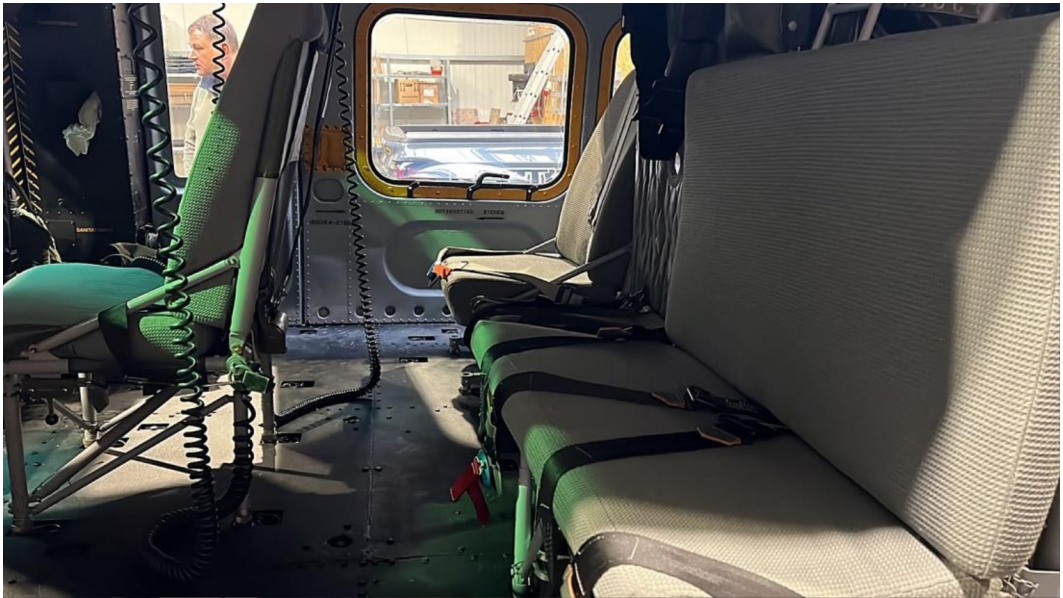
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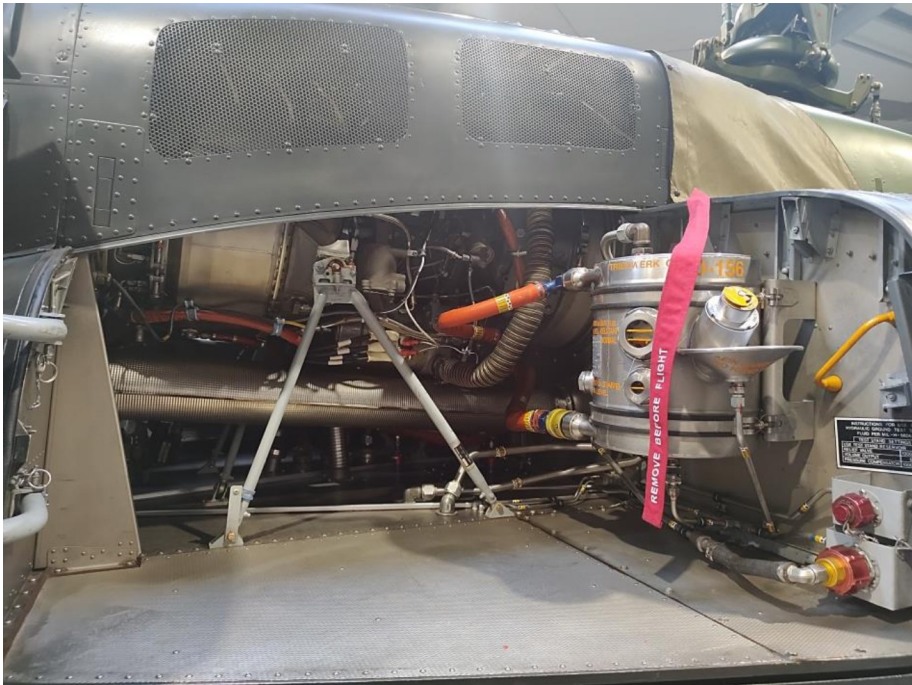
Highlights

- + CAA approved Annex I aircraft under "Special" category, ready for utility use
- + Excellent condition ex German Army UH-1D YOM 1969
- + Fresh 150hrs annual inspection, avionics and instrument modifications quoted on request.
- + Dual controls
- + Single pilot operation
- + Cargo hook
- + NVG cockpit lighting
- + Optional additional equipment
- + 13 pax seats + harnesses
- + Swivel winch ready
- + External water tanks
- + Stretcher system
- + Many additional spare parts and optional equipment available











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