

# For Sale: 2007 Robinson R44 RAVEN II, S/N 11717

Annual Lapsed: APRIL 2018  
IFR Certification Lapsed: MAY 2019  
Complete Logbooks  
Hangared in Georgetown, SC USA

2167-TTAE  
N579DG  
Max Gross Weight 2,500 lbs.  
Empty Weight 1,587 lbs.  
Useful Load 913 lbs.  
Annual & IFR Certification Due NOW



## ENGINE:

Lycoming IO-540-AE1A5, 245-HP, 2200-TBO, S/N L-31862-48E  
399-SMOH by SIGNATURE @ 1767-TT /November 2014 Including:  
6 NEW STEEL FACTORY CYLINDERS, NEW Fuel Pump, Slick Mags,  
Harness, Muffler & Engine Mounts; Overhauled Fuel Injectors  
MARCH 2017 Compression Results, Cylinders 1-6:  
70/80, 71/80, 71/80, 73/80, 79/80, 74/80

## MAIN ROTOR BLADES:

NEW BLADES Installed @ 1767-TT/November 2014, 399-TTSN

## AVIONICS:

Garmin GPS-500 GPS/Color Moving Map  
Garmin GTX-330 Mode S Transponder  
Garmin GNS-430 GPS/Nav/Com  
Astro Tech LC-2 Digital Chronometer  
NAT AA12S-002 Audio Control  
Rochester B144-4 Instrument Cluster  
Bendix/King KCS-55A H.S.I.  
Bendix/King KI-525 Nav Indicator  
Bendix/King KA-51B Accessory  
Bendix/King KG-102 Remote Gyro  
Bendix/King KMT-112 Flux Valve  
Bendix/King KY-196A Com Radio  
Pointer 3000-10 ELT  
Precision Aviation PAI-700 Vertical Card Compass  
BFG 1100-14S Horizon w/Inclinometer  
Transcal SSD-120-30A Blind Encoder  
Phaostron C792-4 Tachometer  
DAVTRON 307 FC OAT Gauge  
United Instruments 5934-P Altimeter  
United Instruments 7000 Vertical Speed Indicator  
United Instruments 800 Airspeed Indicator  
United Instruments 6111 Manifold Pressure Gauge

## FEATURES:

AIR CONDITIONING  
Optional External Power Kit  
Aircraft Cover  
Air Wolf Air/Oil Separator Kit  
Hobbs Hour Meter  
Bose Headset Adaptors  
7-Hole Panel

## EXTERIOR:

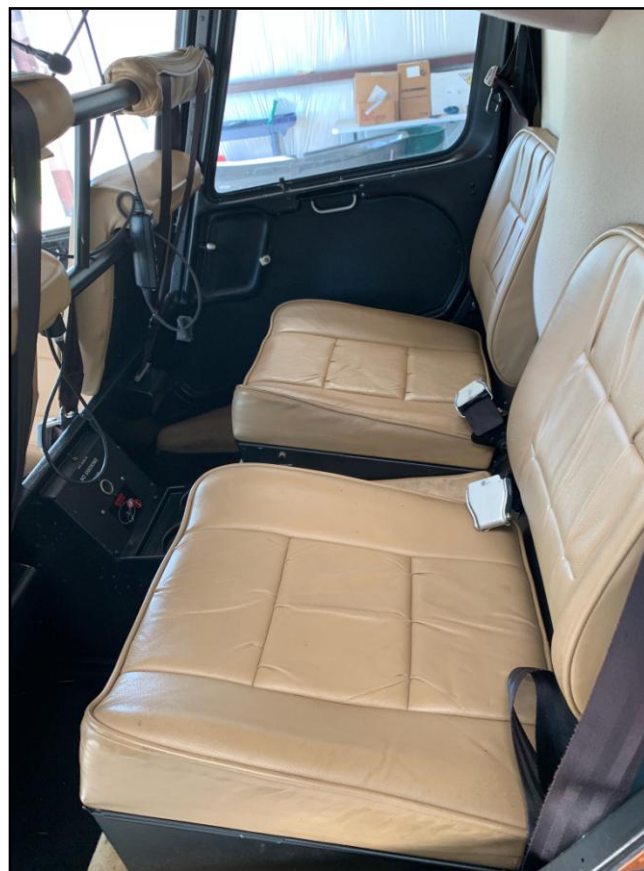
Original Imron Paint - Blue Base & Amber Striping, Rated 8/10

## INTERIOR:

Original TAN LEATHER SEATS, Rated 8/10

## LOGBOOK NOTATION:

September 2011 Repairs Per Part A Per Section 2.550 RHC Maintenance  
Manual Due To Hard Landing as a Result of Clutch Shaft Failure In-Flight,  
Details Documented in Aircraft Records



Asking Price: \$185,000 USD

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Turnkey Aircraft Sales

"Specifications Subject to Verification Upon Inspection"

## MAINTENANCE HIGHLIGHTS:

2017: Annual Completed.

2016: June – Installed New RG 24-15 Ship Battery. March – TR Guard Replaced.

2014: Signature Engine Overhaul (\$44,000) with 6 New Steel Cylinders, New Muffler, New Harness, New Slick Mags, New Fuel Pump, New Forward & Aft Engine Mounts, New Hobbs Hour Meter Installed. Fuel Injectors Overhauled. New C005-12 MR Blades & Spindle Assemblies Installed. 4 Main Drive Belts Installed.

2013: October – New TR Rotor Lines, MR Swash Plate, TR Pitch Control, Starter & MR Boots Installed. C/W SL-31, 33, 43, SB-72A and AD 11-12-10 (MR Skin to Spar Debonding Test) per RHC Instructions.

2012: SB 388 Exhaust Valve Inspection C/W.

2011: Repairs @ 1275-TT/712 Hobbs Per Part A Per Section 2.550 RHC Maintenance Manual Due To Hard Landing as a Result of Clutch Shaft Failure In-Flight. New RHC Parts Installed Including Forward & Aft Cross Tubes, the Clutch Assembly, C907-2 & C195-1 Yokes, All Attaching Hardware, Belt Set, Column Spring Micro Switch in Actuator; Balanced Fan to .2 IPS Using Chadwick Equipment. Test Run, Flown & Returned to Service by Blue Ridge Helicopters.

2008: PRS-107 Inspection of Fuel Control Servo Plug for Security, SL RS-84 Replaced Fuel Divider

AD 05-12-06 & SB 599, 639 & 643B: Applies only to TCM & Bendix Mags - Aircraft is Equipped w/SLICK MAGS.

## AIRCRAFT LOG – FLIGHT HOURS BETWEEN ANNUALS:

OCT 2013 (1721 HRS) – NOV 2014 (1767 HRS) = 46 HRS

NOV 2014 (1767 HRS) – MAR 2016 (2039 HRS) = 272 HRS

MAR 2016 (2039 HRS) – APR 2017 (2167 HRS) = 128 HRS

Previously Based in Lawrenceville, GA. Primarily Maintained by Blue Ridge Helicopters of Lawrenceville, GA & Executive Heli-Jet of Myrtle Beach, SC.

Date of Manufacture: April 10, 2007

Registered to: DAH Aircraft LLC of Lewes, DE

The main rotor blades which were installed new in 2014 were the **Dash-7 blades.**

There are outstanding life-limit items that must be addressed with the Annual in order for this R44 to be airworthy again, hence the lower price. As you know, Robinson Helicopter Company mandates that certain parts be replaced at the 12 year mark, including, but not limited to the tail rotor blades.

N579DG has 2167-TT. At 2200 hours, there are additional parts that will need to be overhauled or replaced. These include the Tail Rotor Hub, Main Rotor Gearbox and Hub, Tail Rotor Hub and Upper Frame.

The following 12-year/2200-hour parts have already been replaced or overhauled: Main Rotor Blades, Engine , Main Rotor Swashplate, Tail Rotor Pitch Control, Actuator, Main Rotor Spindles, Bearing Assembly, Spring Clutch and Clutch Shaft. The tail rotor guard was replaced March 23, 2016 per the airframe logbook entry. The tail boom was also replaced at a recent Annual due to a dent.

Here's the narrative about the autorotation in 2011 from the NTSB website:

**Accident/Incident Occurred on:** 2011-09-15

**NTSB Narrative:** AIRCRAFT HAD FLOWN UNEVENTFUL PHOTO MISSION, LANDED AT 3J7 FOR FUEL, AND DEPARTED TO CONTINUE PHOTO MISSION. APPROXIMATELY TWO (2) MILES WEST OF 3J7, PILOT NOTICED "CLUTCH LIGHT" FLICKERING, INCREASING IN DUTY CYCLE TO ALMOST CONTINUOUSLY BEING

ILLUMINATED. AT APPROXIMATELY 1130 LOCAL A VIBRATION WAS FELT, FOLLOWED BY A LOUD BANG. PILOT PERFORMED AUTOROTATION AND "HARD" LANDED AIRCRAFT.

According to the logbooks the following repairs were made as a result of the incident above:

2011: Repairs @ 1275-TT/712 Hobbs Per Part A Per Section 2.550 RHC Maintenance Manual Due To Hard Landing as a Result of Clutch Shaft Failure In-Flight. New RHC Parts Installed Including Forward & Aft Cross Tubes, the Clutch Assembly, C907-2 & C195-1 Yokes, All Attaching Hardware, Belt Set, Column Spring Micro Switch in Actuator; Balanced Fan to .2 IPS Using Chadwick Equipment - Test Run, Flown & Returned to Service by Blue Ridge Helicopters.

Repairs for the hard landing are solid and this R44 has flown over 8 years since the accident without incident. It's been maintained by Blue Ridge Helicopters and Executive-HeliJet.

N579DG is paid for so there is no payoff or lien associated with it. You're welcome to conduct a survey of the helo at GGE Airport in SC. All equipment works normally including the air conditioning. As of the last Annual, all applicable ADs were in compliance, per the logbook entries.