

**For More information:**

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Telephone: 1-540-428-4388  
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**ACI Aviation Consulting is pleased to offer  
3 de Haviland Dash 8 102's**

~~Serial Number 378, N981HA Available 4/28/09~~ **SOLD**

Serial Number 380, N982HA Available 5/19/09

Serial Number 392, N828EX Available 12/8/09

**FOR SALE**

The Aircraft are subject to prior sale, commitment or withdraw from the market without prior notice. No warranty or guarantee is made or implied as to completeness or accuracy of data presented herein and should be subject to independent verification.



**Aircraft Description:**

<b>Aircraft Type:</b>	DHC-8-102
<b>Serial Number:</b>	380
<b>Current Registration:</b>	N982HA
<b>Date of Manufacture:</b>	November, 1994
<b>Country of Registration:</b>	USA
<b>Current/Last Operator:</b>	Piedmont Airlines
<b>Configuration:</b>	37 economy class

**Aircraft Status:**

<b>Times As Of:</b>	June 15, 2009
<b>Total Hours:</b>	38,019.2
<b>Total Cycles:</b>	41,504
<b>Current Location:</b>	Parked 6/12 after Lease Return Worldwide Aircraft Services Springfield, Missouri USA

**Interior Configuration:**

<b>Cockpit:</b>	Standard Analog - Pilot, Co-Pilot and Jump Seat
<b>Cabin</b>	37 Passenger Seats: 8 sets of doubles on each side and 1 set of a 5 seat row in rear cabin
<b>Galley:</b>	1 Forward Galley
<b>Lavatories:</b>	1 Forward Lavatory

**Engine Status:**

As of: June 1, 2009

Engine Type: PW120A

Pos #	Serial #	Total Hours	Total Cycles	TSHSI	CSHSI	Ist Limiter	Cyc Rem
1	121236	34,210.65	37,238	447.0	486	HPT blades	2,053
2	121324	32,127.60	35,066	6,532.2	7,128	HPT blades	1,219

Engine are maintained "On Condition", 121324 last shop visit was a hot and cold section repair on 5-May-09 - no LLPs replaced.  
Next Limiter for each engine: #1 Engine 14,514 cycles remaining and #2 Engine 7,872 cycles remaining.

**Propeller Status:**

As of: June 1, 2009

Propeller Type: Hamilton Std. 14SF-7

Pos #	Serial #	Date Installed	Ist Limiter	Hrs Rem
1	940102	13-Apr-09	Prop Blade (1-2)	4,342.1
2	940208	13-Apr-09	Prop Blade (2-4)	2,508.6

**APU Status:**

As of: June 15, 2009

APU Type: T62T40C7B

Serial #	Date Installed	Hrs @ Install	Cyc @ Install	On Condition	Limiter	Cyc Rem
890438	30-Jan-09	37,372.60	40,790	Yes	Turb Disk	6,676

Note: Piedmont time remaining on CCL component Log is based on a percentage of airframe operation at .83 hrs and 1.22 cycles.

**Landing Gear Status:**

As of: June 15, 2009

Position:	Serial Number	Date Installed	Cyc Life Limit	Cycles Rem.	Total Time	Total Cycles
<b>Nose Gear</b>	182/88	7-Mar-08	60,000	6,772	47,869.60	53,228
<b>Left Main Gear</b>	313/88	18-May-07	60,000	6,836	47,595.20	53,164
<b>Right Main Gear</b>	490/91	18-May-07	60,000	13,490	52,235.75	46,510

\* Serial Numbers based on Nose and Main Shock Struts - All Gear Maintained "On Condition" but various parts have life limits  
the Cycles Remaining is based on the 1st Part Limiter. Various Parts of Each Gear are due Overhauls.

**Airframe Inspection Status:**

As of June 1, 2009

Maintenance Program (Previous Operator):		Last Accomplished				
Check	Interval	Date	Hours	Cycles	Next Due	Time Rem
C - Check (1,2 & 3Cs)	5000 Hours	3-Sep-08	36,673.70	39,996	C1	3,654.5
40,000 Cycle Check	40000 Cycles	3-Sep-08	36,673.70	39,996	20K cycle Insp	18,492

The 40K cycle check, C1, C2 and C3 checks were accomplished on 3-Sept-08.

**Operational Weights:**

Date of last Reweigh: 2/22/08

<b>Maximum Gross Takeoff Weight:</b>	34,500 Lbs.
<b>Maximum Landing Weight:</b>	33,900 Lbs.
<b>Maximum Zero Fuel Weight:</b>	31,400 Lbs.
<b>Operator's Empty Weight (Est.):</b>	23,787 Lbs.
<b>Fuel Capacity</b>	835.0 USG

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**Aircraft Description:**

<b>Aircraft Type:</b>	DHC-8-102
<b>Serial Number:</b>	392
<b>Current Registration:</b>	N828EX
<b>Date of Manufacture:</b>	November, 1994
<b>Country of Registration:</b>	USA
<b>Current/Last Operator:</b>	Piedmont Airlines
<b>Configuration:</b>	37 economy class

**Aircraft Status:**

<b>Times As Of:</b>	March 4, 2009
<b>Total Hours:</b>	34,431.0
<b>Total Cycles:</b>	38,029
<b>Current Location:</b>	In Operation

**Interior Configuration:**

<b>Cockpit:</b>	Standard Analog - Pilot and Co-Pilot
<b>Cabin:</b>	37 Passenger Seats: 8 sets of doubles on each side and 1 set of a 5 seat row in rear cabin
<b>Galley:</b>	1 Forward Galley
<b>Lavatories:</b>	1 Forward Lavatory

**Engine Status:**

As of: March 4, 2009

Engine Type: PW120A

Pos #	Serial #	Total Hours	Total Cycles	TSSV	CSSV	Ist Limiter	Cyc Rem
1	121358	33,118.90	36,351	1,096.8	1,173	Various	6,982
2	121359	29,638.70	32,614	2,889.9	3,112	HPT blades	-631

\* Assigned Engines not Installed on this Aircraft - Engine O/H's are based "On Condition"  
For HPT Blades - Piedmont approved interval 19,750 cycles, MRB requirement 15,000 cycles - Cycle remaining based on 15,000 cyc limit.

**Propeller Status:**

As of: March 4, 2009

Propeller Type: Hamilton Std.

Pos #	Serial #	Date Installed	Ist Limiter	Hrs Rem
1	870406	18-Jul-07	PCU	2,688.20
2	860813	17-May-06	Prop Blade (2-3)	1,277.80

**APU Status:**

As of: March 4, 2009

APU Type: T62T40C7B

Serial #	Date Installed	TSO	CSO	On Condition	Limiter	Cyc Rem
985107	30-Dec-08	14,440.87	17,543	Yes	Turb Disk	6,953

**Landing Gear Status:**

As of: March 4, 2009

Position:	Serial Number	Date Installed	Cyc Life Limit	Cycles Rem.	Total Time	Total Cycles
Nose Gear	182/88	7-Mar-08	60,000	15,852	37,204.30	40,160
Left Main Gear	333/89	25-May-07	60,000	11,548	43,786.85	48,452
Right Main Gear	381/92	24-May-02	60,000	11,107	43,832.62	48,893

\* Serial Numbers based on Nose and Main Shock Struts - All Gear Maintained "On Condition" but various parts have life limits the Cycles Remaining is based on the 1st Part Limiter . The MRB O/H requirement is 25,000 cycles for the Nose and 30,000 cycles for the Main

**Airframe Inspection Status:**

As of March 4, 2009

Maintenance Program (Previous Operator):		Last Accomplished				
Check	Interval	Date	Hours	Cycles	Next Due	Time Rem
C - Check (1 & 2Cs)	5,758 Hours	14-Oct-08	33,567.50	37,102	C1 & C3	4,894.5 Hrs
40,000 Cycle Check	40000 Cycles	18-Nov-94	0.00	0	30-Aug-09	1,971 Cyc

\* Next Due Date is forecasted based upon current utilization

**Operational Weights:**

Date of last Reweigh: 10/29/08

<b>Maximum Gross Takeoff Weight:</b>	34,500 Lbs.
<b>Maximum Landing Weight:</b>	33,900 Lbs.
<b>Maximum Zero Fuel Weight:</b>	31,400 Lbs.
<b>Operator's Empty Weight (Est.):</b>	23,830 Lbs.
<b>Fuel Capacity</b>	835.0 USG

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**Exterior N828EX**



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**Cockpit N828EX**

**Exterior N828EX**



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**Interior N828EX**



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