

Comprehensive Maintenance & History Report

Aircraft: 2008 Diamond DA40 XLS
Registration: N892DS | **Serial Number:** 40.892
Current Status: Ultra-Low Time & Meticulously Maintained

Executive Summary

This Diamond DA40 XLS represents a rare opportunity to own an exceptionally low-time, factory-upgraded modern cross-country aircraft. With only **516.9 total hours** on the airframe and engine since new, this aircraft has been lightly flown and rigorously maintained to the highest standards. Its logbooks show a clean, continuous history of annual inspections, timely compliance with service bulletins, and premium upgrades.

Aircraft Specifications & Times

Component	Model / Type	Serial Number	Total Time (TT)
Airframe	Diamond DA40 XLS	40.892	516.9 Hours
Engine	Lycoming IO-360-M1A	L-33908-51E	516.9 Hours (0 Time Inspection/Hone at 264.6 Hrs)
Propeller	MT 3-Blade Composite (MTV-12-B/183-59b)	080742	252.3 Hours (Based strictly on Tach time since new)

Propeller Time Calculation (Strictly Tach Time)

- **Installation Tach Time:** Installed on 07/19/2011 at **264.6 Hours**.
- **Current Aircraft Tach Time:** **516.9 Hours** (As of the October 21, 2025 inspection).
- **Total Propeller Time:** $516.9 - 264.6 =$ **\$ 252.3 Hours** total time on this propeller since new.

Avionics & Equipment Highlights

N892DS is equipped with a fully integrated suite perfect for modern cross-country and IFR flight:

- **Garmin G1000 Avionics Suite** with WAAS hardware upgrades.
- **Garmin GFC 700 Autopilot** seamlessly integrated into the PFD/MFD.
- **Garmin GTX 345R ADS-B In/Out Upgrade:** Upgraded in March 2020, providing full NextGen airspace compliance plus subscription-free ADS-B In **Traffic and Weather (FIS-B)** displayed directly on the G1000 MFD for superior situational awareness.
- **Standard Factory 3-Point Harnesses:** Upgraded in August 2021 to original Diamond Aircraft standard 3-point seat belts (removing the complex AmSafe inflatable system for simplified, long-term maintenance compatibility).
- **Performance Exhaust:** Power Flow Systems Tuned Exhaust System for enhanced efficiency and climb performance.

The Ultimate Buyer's Bonus: 2011 Stationary Hangar Incident

In July 2011, at 264.6 hours, a windstorm pushed a stationary hangar door inward onto the parked aircraft. Because this was a completely non-motion event, there was **NO composite structural or fuselage damage**.

Instead of a concern, this insurance-backed incident serves as an incredible bonus for the next owner, as it resulted in a suite of brand-new parts and an extensive, factory-level power plant check:

- **Factory Engine Inspection & Refurbishment:** The Lycoming IO-360 engine was sent directly back to the **Textron Lycoming Factory Repair Station**. Lycoming completed a full teardown inspection, honed the cylinders, installed a new fuel pump, installed new crankshaft gears, and replaced all perishable items—essentially delivering a factory-vetted engine back to the airframe.
- **Brand-New Propeller System:** A brand-new premium 3-blade composite MT Propeller (P/N MTV-12-B/183-59b, S/N 080742) and a brand-new spinner were installed.
- **New Control Surfaces:** Brand-new left and right flap assemblies and a brand-new rudder were installed and factory-rigged by Dillon's Aviation.

The entire event was fully paid for by insurance, giving the aircraft pristine new control surfaces, a low-time prop, and a factory-inspected engine with absolutely no negative structural impact.

Recent Maintenance History

The aircraft has been consistently maintained by elite service centers, including SouthTec Aviation, ensuring continuous upkeep and flawless inspections:

- **October 2025 (516.9 Hours) – Annual / 2000-Hour / "MSI" Inspection:**
 - Complete annual inspection completed with excellent compressions (#1 76/80, #2 78/80, #3 77/80, #4 79/80).
 - Complied with 5-year flap/aileron boroscope inspection (No defects).
 - Complied with 12-year oil cooler pressure test (No defects).
 - Replaced fuel tank interconnecting and vent hoses (8-year item).
 - Replaced brake fluid (3-year item) and installed new brake linings.
 - Replaced G1000 backup batteries, slow-blow fuses, gascolator filter, and miscellaneous seals/gaskets.
- **September 2024 (512.3 Hours) – Annual Inspection:**
 - Completed full 500-hour inspection on the alternator.
 - Removed lower engine mount bolt for 5-year corrosion inspection (Flawless, no defects).
 - Oil change completed, filter cut clean with zero metal noted; Blackstone oil analysis completed.

Conclusion

N892DS represents a turn-key, pride-of-ownership aircraft. With its incredibly low airframe time, brand-new control surfaces and low-time prop from a zero-speed hangar incident, standard factory belts, and a fresh, highly thorough late-2025 annual inspection, this Diamond DA40 XLS is ready for its next owner. All logbooks are complete, consecutive, and available for review.