



EXCLUSIVE OWNER OPPORTUNITY

N642DZ — An Exclusive Opportunity

2023 Diamond DA40 NG · Three members in place ·
Hangar included

PREPARED FOR

Qualified Buyer — Private Presentation

LifeStyle Aviation

The Largest Tecnam Dealer in the USA · Authorized Diamond Seller

June 2, 2026

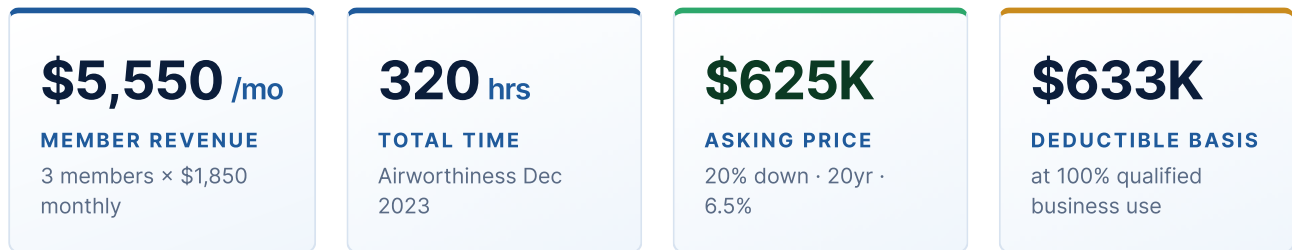
Confidential

N642DZ — An Exclusive Opportunity

YOU'RE NOT BUYING AN AIRPLANE. YOU'RE BUYING A BUSINESS.

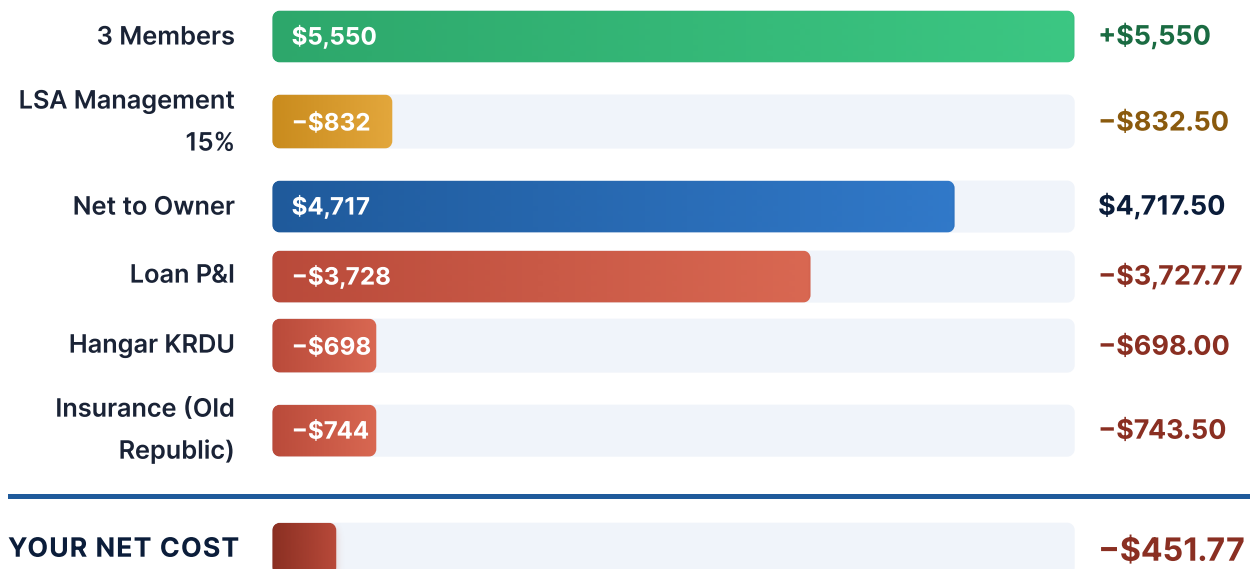
2023 Diamond DA40 NG · Serial 40.NC283 · Based at KRDU (Raleigh-Durham, NC)

A turn-key 2023 Diamond DA40 NG with three DiamondShare members already in place, a transferable KRDU hangar, and two and a half years of validated income flowing through the program. The structure is in motion. The members are tenured. The aircraft has been flown gently and maintained meticulously. Day one after closing, the monthly checks continue.



The Monthly Math

Every dollar moving in and out of the program, each month, with no rounding. The result is the small remainder it takes to fly a brand-new \$625,000 Diamond DA40 NG.



THE PITCH IN ONE LINE

Your members pay the loan, the hangar, and nearly all your insurance. Your true out-of-pocket is roughly **\$452 per month** to fly a brand-new DA40 NG — before tax benefits and equity build.

Why This Listing Is Different

Most aircraft listings sell metal. This one transfers a working revenue program with an aircraft attached.



PILLAR 1

The Business Is Running

Three vetted members. Signed agreements. 2.5 years of monthly payments cleared into the bank. You inherit a cash-flowing operation on the day you close.



PILLAR 2

The Hangar Is Included

KRDU hangar lease at **\$698/month**, transferable to the new owner. Covered storage at major fields is scarce; this is a meaningful asset on its own.



PILLAR 3

The Aircraft Is Nearly New

2023 Diamond DA40 NG. **320 total hours**. Three responsible members. Professional oversight. Immaculate care.

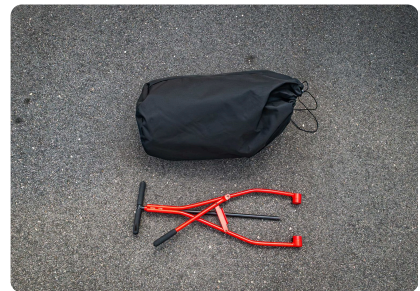


PILLAR 4

The Tax Treatment Is Real

Owner-operated business aircraft in a documented revenue program is among the most defensible tax positions available — **up to \$633K of deductible basis**.

Visual Tour

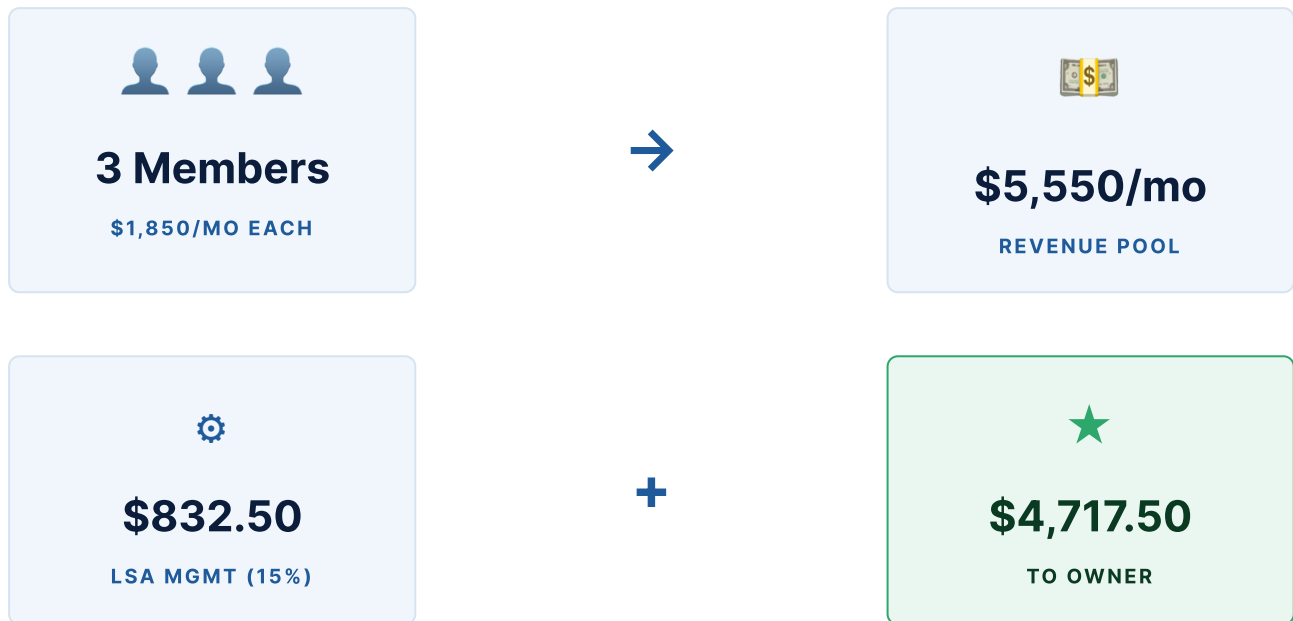


Full 49-image gallery available to qualified buyers under NDA. KRDU hangar, tow bar, Best Tug, and aircraft cover all transfer with the aircraft.

The DiamondShare Business Model

A structured dry-lease access program: a single owner holds the aircraft, and 1–3 members lease access under fixed monthly payments for a one-year term. It is not fractional ownership, and it is

not a flying club — it is a tested, repeatable model that LSA and DiamondShare have run for years.



What the owner gets

- **You own the aircraft.** Title, depreciation, equity, appreciation — all yours.
- **Fixed monthly income.** No hourly charges. No variable revenue to chase.
- **LSA runs the program.** Contracts, member vetting, scheduling, insurance coordination, accounting.
- **Priority access** — fly whenever the schedule reasonably permits.

What the members get

- **One-year term.** Fixed monthly payment. Insurance included.
- **Members buy their own fuel.** That is the only variable cost.
- **Modern, diesel, IFR-capable** access without writing a \$625K check.

Two and a Half Years of Validated Income

This aircraft entered the DiamondShare program in **December 2023** and has been operated under the same structure with substantially the same member base for the 30+ months since.

VALIDATION

Two and a half years of monthly bank deposits. Documented operating agreements. This is a proven P&L, not a pro-forma. Full documentation provided to qualified buyers under NDA.

What the history tells the next owner

- **The revenue model works.** Members have paid consistently for 30+ months.
- **The members are tenured.** Selected, vetted, retained — not a rotating cast.
- **The aircraft has been operated with care.** ~120 hours/year of total flying, gentle utilization, professional supervision throughout.
- **No surprises at handoff.** You walk into the same monthly check pattern the seller experienced.

The Members — Three In Place, Light Utilization

Three active members, each on a one-year term at \$1,850/month. Detailed anonymized profiles — tenure, profession category, and YTD hours — are provided under NDA during due diligence.

Why low utilization is good for the buyer**~40 hrs/yr****PER MEMBER**

Light, careful, professionally scheduled

~120 hrs/yr**TOTAL MEMBER FLYING**

Engine wear minimal · long runway ahead

+ Owner**YOUR PRIORITY ACCESS**

Fly whatever you reasonably want on top

The members pay your monthly note while preserving the asset's value through gentle, professionally-supervised utilization. The current owner is, by the numbers, the most-economically-positioned operator in the DA40 NG market.

The Hangar — KRDU

The aircraft is based at **Raleigh-Durham International (KRDU)** in a hangar leased at **\$698/month**. The lease is part of the transaction and transfers to the new owner at closing.

WHY THIS MATTERS

Covered storage at major airports is a constrained resource. New buyers routinely wait **12–24 months** for a hangar slot at a comparable field. You inherit the lease. Day one, your aircraft is housed.

- **KRDU** — Class C, full ILS, 24-hour control, excellent FBO services.
 - **\$698/month** — below market for the region.
 - **Transferable** — LSA coordinates the lease assignment with the FBO at closing.
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The Aircraft — 2023 Diamond DA40 NG

SPECIFICATION	DETAIL
Make / Model	Diamond DA40 NG
Year	2023
Serial Number	40.NC283
Registration	N642DZ
Total Time	320 hours
Seats	4
Engine	Austro AE300 (Jet-A diesel, FADEC, 168 hp)
Airworthiness Date	December 18, 2023
Exterior	White with Blue/Black/Silver chevron striping
Brakes	Cleveland wheels and brakes
Hangared	Yes — KRDU
Ground handling	Best Tug (smaller single-engine model) included

Accessories Included

- **Best Tug** (smaller single-engine model) — electric ground-handling tug sized for the DA40 NG. New retail \$4,500–\$6,000.
- **KRDU hangar lease** — transferable at \$698/month.
- **Operating structure** — member agreements, scheduling system access, DiamondShare program documentation, and the full LSA management relationship transfer at closing.

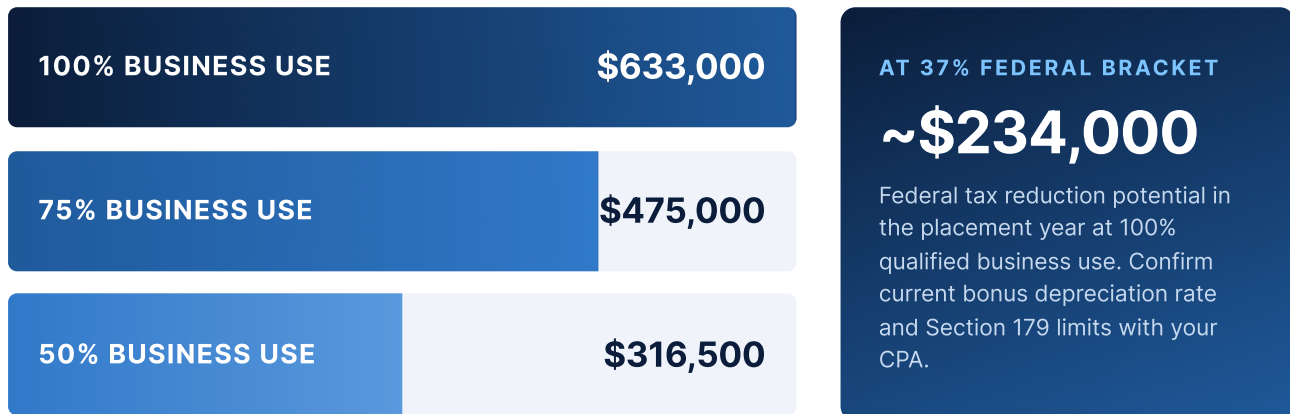
Internal note for John (remove before send): Specific avionics line-up, additional equipment detail, interior finish, and confirmed useful load are blank in the Odo record. Populate before sending to buyer.

Why the DA40 NG is the right airframe for this model

- **Diesel / Jet-A** — avgas independence, 5–6 gph, future-proof against 100LL phase-out.
- **FADEC** — single-lever power management, lower pilot workload, member-friendly.
- **Carbon-composite airframe** — corrosion-proof, long structural life.
- **Garmin G1000 NXi** — modern glass-panel IFR platform.
- **Resale** — the DA40 series holds value among the top tier of GA pistons, driven by the airframe's longevity and Diamond's safety record.

The Tax Angle

If you can document **100% qualified business use** of N642DZ under your trade or business, the full acquisition cost may be available as a federal tax deduction tied to the year of placement in service.



The levers (used in combination)




- **Bonus depreciation** on qualified business-use aircraft.
- **Section 179** expensing within annual limits.
- **MACRS 5-year recovery** on remaining basis.
- **Operating expense deductibility** — hangar, insurance, maintenance, depreciation reserve, management fees, finance interest.
- **Pass-through LLC** — the recommended structure; deductions flow to your personal return at your marginal rate.

The honest disclaimer

- Business-use percentage matters. The IRS requires documented qualified business use above specific thresholds for full benefit.
- State-by-state variation is significant. North Carolina (where based) and your home state will both matter.
- Bonus depreciation rates have moved year to year under current law. **Sooner is mathematically more valuable than later.**
- We don't give tax advice. **Before signing anything, run the actual numbers with your CPA against your actual return.**

Day-One Cash Requirement



	Down Payment 20% of \$625,000 asking price	\$125,000
	Owner Setup Fee One-time at closing	\$8,000
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	Total Day-One Cash	\$133,000

Financing structure: **20% down · 20-year amortization · 6.5% fixed.** Monthly principal & interest: \$3,727.77.

Insurance — In-Force Policy

This is not an estimate. This is the current in-force policy on N642DZ, renewing annually through Old Republic Aerospace — the leading aviation insurance underwriter in the U.S.

\$8,922 /yr ANNUAL PREMIUM \$743.50 / month · Old Republic	\$635K HULL COVERAGE Full replacement value	\$0 / \$0 DEDUCTIBLES Not-in-motion / In-motion	\$1M LIABILITY Single limit · \$100K per passenger
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Why this matters to the new owner

- **Continuous coverage history.** The 2026 policy is a renewal of the prior year. Underwriters reward this with stable pricing — you inherit a clean loss history and an established broker relationship.

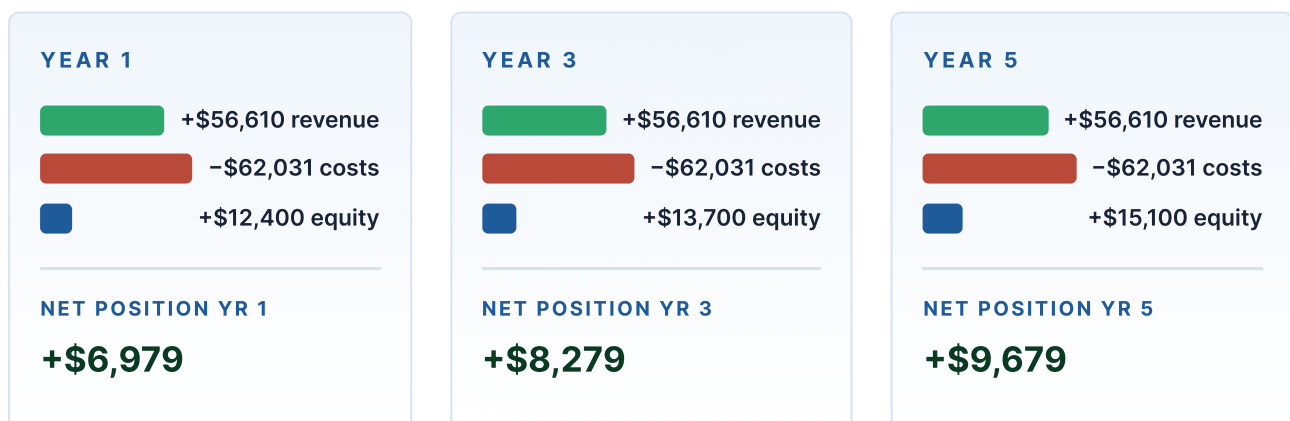
- **\$0 / \$0 deductibles** are uncommon in this segment. Most quotes you receive on a comparable aircraft will carry \$1,000–\$2,500 per occurrence.
- **Three named pilots** are already approved on the policy (the owner plus two members), and the program structure supports adding pilots on renewal.
- **Broker on file:** Travers & Assoc Aviation Insurance Agency, LLC (St. Louis, MO).

THE REAL NUMBER

Your true monthly cost to fly a brand-new \$625,000 Diamond DA40 NG — loan, hangar, and verified insurance combined — is **roughly \$452 per month**, before tax benefits and equity build. Conventional ownership of the same airframe would run approximately \$5,500/month all-in. The DiamondShare structure removes 92% of that cost.

Year 1 / Year 3 / Year 5 Outlook

Real insurance (\$8,922/yr) used throughout. Green = revenue in, red = costs out, blue = equity built via principal paydown.



Note: This view is before tax benefits. At 100% qualified business use, the year-one federal tax reduction alone (~\$234,000 at the 37% bracket) could materially exceed every cash-flow line above combined. The table also excludes maintenance and engine reserves (typically funded by the member rate structure) and the asset's residual value at exit — DA40 series resale holds among the strongest in the GA piston market.

The Numbers, Said Plainly

THREE LINES ON A NAPKIN

Your three members will write **\$66,600 in checks** to you this year.

You will write **\$62,031 in checks** to the bank, the FBO, and your insurer.

After paying the LSA management fee, you are roughly **\$5,400 net cash out** for the year — but you build **\$12,400 in equity**, hold an appreciating asset, retain a transferable hangar, and unlock up to **\$633K of deductible basis**. Net of equity alone, you are ahead by **~\$7,000 in Year 1** — before any tax benefits.

A \$133,000 day-one investment buys you a controlled, asset-backed flying program that costs less than a basic flight school's hourly block rate — for an aircraft you own, that you can fly any time the schedule reasonably permits, and that will be worth a meaningful fraction of \$625,000 when you eventually exit.

How to Acquire



LSA has done this before and will run the process end-to-end. The \$8,000 owner setup fee is paid at closing alongside the down payment. **Day one after closing: members continue paying. The business is yours.**

Next Steps

This opportunity is being presented to a small number of qualified candidates. It is not running on the public listings index — we are sending it to you directly because we believe it fits.

CONTACT

John Armstrong · Listing Agent, LifeStyle Aviation
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When you're ready to look at the documentation under NDA, John will route you into the due-diligence room within one business day.

Prepared by LifeStyle Aviation — The Largest Tecnam Dealer in the USA and an Authorized Diamond Seller. Aircraft data sourced from LSA inventory record U0011893 and DiamondShare program records. Tax framing is general in nature; consult your CPA before relying on any tax position. This presentation is confidential and intended for the named recipient.