

# Mil MI 24 Specifications

## Mi-24 no 2534624311109 (tail boom no 28)

Manufactured: 27 December 1983  
Date of last overhaul: 29 October 1994  
Hours from production: 964  
Hours from last overhaul: 4  
Hours remaining before next overhaul: 996  
Resource to next overhaul: 99.6%  
Stored under prolonged approved preservation

## TV3-117V engine (left) no 7087851103112

Manufactured: 20 April 1981  
Date of last overhaul: 23 April 1988  
Hours from production: 774  
Hours from last overhaul: 99  
Hours remaining before next overhaul: 476  
Resource to next overhaul: 82.8%  
Stored under prolonged approved preservation

## TV3-117V engine (right) no 7087854503499

Manufactured: 24 December 1985  
Date of last overhaul: 23 April 1988  
Hours from production: 775  
Hours from last overhaul: 100  
Hours remaining before next overhaul: 475  
Resource to next overhaul: 82.6%  
Stored under prolonged approved preservation

## Mi-24 no 2534624311120 (tail boom no 29)

Manufactured: 27 December 1983  
Date of last overhaul: 20 October 1994  
Hours from production: 960  
Hours from last overhaul: 4  
Hours remaining before next overhaul: 996  
Resource to next overhaul: 99.6%  
Stored under prolonged approved preservation

## TV3-117V engine (left) no 7087954503501

Manufactured: 23 December 1985  
Date of last overhaul: 20 October 1994  
Hours from production: 746  
Hours from last overhaul: 161  
Hours remaining before next overhaul: 414  
Resource to next overhaul: 72.0%  
Stored under prolonged approved preservation

#### **TV3-117V engine (right) no 7087951603095**

Manufactured: 24 December 1985  
Date of last overhaul: 20 October 1994  
Hours from production: 675  
Hours from last overhaul: 0  
Hours remaining before next overhaul: 575  
Resource to next overhaul: 100.0%  
Stored under prolonged approved preservation

#### **General Information**

Both helicopters are "P" variants (Russian nomenclature) which are designated Mi-24V in the Western World. The date of manufacture for both is 27 December 1983. Each were last fully overhauled in October 1994 and were then placed in prepared storage. The resource remaining until the next overhaul is 1,000 hours, ie 100%.

The engines on number 28 each have 475 hours remaining to their next overhaul (83% resource) and on 29 one engine has 575 hours (100% resource) and the other has 415 hours (72% resource).

The helicopters are both dual control (which is an expensive and useful modification, especially for instruction purposes), with the electronic weapons firing system upgraded for use at night in conjunction with NVG equipment. Cockpit lighting is also modified for use with NVG systems.

Each helicopter is fitted with a nose mounted four-barrelled 12.7 mm machine gun and have weapons pylons fitted on the stub wings with the normal three hardpoints that can carry long range external fuel tanks and rocket pods for 57mm unguided rockets. External fuel tanks and rocket pod canisters are stored with the aircraft.

Helicopters were last inspected and released to service October 2004. They are painted camouflage green/brown and are in perfect operational condition. Stored in hangar with Royal Australian.

Helicopters are property of UK Plc and are marketed by Fast Aerospace Ltd. The machines are offered with full support which will be subject to a separate contract

Price EX Australia Base. US\$ TBA  
Sea Freight to any destination can be arranged:  
Air Freight to any destination can be arranged:

Note:

*Aircraft can be inspected in Australia following letter of intent and on receipt of a fully refundable 10% deposit. The machines may only be sold to a qualified nation against an end user certificate.  
No inspections can be permitted without the above compliance.  
Full support including pilot training, engineering training including weapons systems can be provided under separate contract.  
Full maintenance support including spares package is available on request.*