

DA-20 Boldface

Be able to write and speak this boldface verbatim when you arrive.

DA20-C1 BOLDFACE

ABORT

THROTTLE — IDLE
BRAKES — AS REQUIRED
FLAPS — CRUISE

ENGINE MALFUNCTION — SUFFICIENT RUNWAY REMAINING TO LAND

AIRSPEED — 60 KIAS
FLAPS — LDG

FUEL PRESSURE LOSS

FUEL PUMP — ON

ENGINE FIRE IN FLIGHT

FUEL SHUTOFF VALVE — OFF
CABIN HEAT — OFF

ENGINE FIRE ON THE GROUND

FUEL SHUTOFF VALVE — OFF
CABIN HEAT — OFF

ELECTRICAL FIRE ON THE GROUND

GEN/BAT MASTER SWITCH — OFF

ELECTRICAL FIRE IN FLIGHT

GEN/BAT MASTER SWITCH — OFF
AIR VENTS AND WINDOWS — OPEN

CABIN FIRE IN FLIGHT

GEN/BAT MASTER SWITCH — OFF
AIR VENTS AND WINDOWS — OPEN
CABIN HEAT — OFF

DA20-C1 OPERATING INFORMATION TABLE

Indicated Airspeeds (KIAS)

| | |
|--|------------|
| V _{SO} Stall speed with flaps LDG | 34 |
| V _{SI} Stall speed with flaps CRUISE | 42 |
| V _R Rotate speed | 44 |
| Lift-off speed | 52 |
| Min. forced landing final approach speed with flaps LDG | 55 |
| Standard pattern SFL final approach speed with flaps LDG | 60 |
| V _X Best angle of climb speed with flaps T/O | 60 |
| Normal landing final approach speed | 60 |
| Min. engine-out speed to sustain windmilling prop | 60 |
| Min. forced landing final approach speed with flaps T/O | 60 |
| Min. forced landing final approach speed with flaps CRUISE | 65 |
| No-Flap landing final approach speed | 65 |
| V _X Best angle of climb speed with flaps CRUISE | 65 |
| V _Y Best rate of climb speed with flaps T/O | 66 |
| V _Y Best rate of climb speed with flaps CRUISE | 70 |
| Best glide speed (1764 lbs) | 73 |
| V_{FE} Max. Airspeed with flaps LDG | 78 |
| V_{FE} Max. Airspeed with flaps T/O | 100 |
| V_A Max. speed for full or abrupt control inputs (1764 lbs) | 106 |
| V_{NO} Max. structural cruising speed | 118 |
| Force a stopped propeller to windmill if starter is inop | 137 |
| V_{NE} Never-exceed speed | 164 |

Maneuvering

| | |
|---|-----------|
| Positive limit load factor (flaps CRUISE) | +4.4 |
| Negative limit load factor (flaps CRUISE) | -2.2 |
| Positive limit load factor (flaps T/O or LDG) | +2.0 |
| Negative limit load factor (flaps T/O or LDG) | 0 |
| Max. permissible bank angle for steep turns (in degrees) | 60 |

Voltmeter

| | |
|--|------------------|
| Voltmeter lower limit red arc (volts) | 8-11 |
| Voltmeter caution range yellow arc (volts) | 11-12.5 |
| Voltmeter green arc (volts) | 12.5-16.1 |
| Voltmeter upper limit red line (volts) | 16.1 |

Fuel

| | |
|------------------------------|-------------|
| Approved fuel grade | 100LL |
| Usable fuel (US gal.) | 24.0 |
| Fuel tank capacity (US gal.) | 24.5 |

Weight and Balance

| | |
|--|-------------|
| Max. ramp weight (lbs) | 1770 |
| Max. takeoff weight (lbs) | 1764 |
| Max. landing weight (lbs) | 1764 |
| Forward CG limit (at or below 1653 lbs) | 7.95 |
| Forward CG limit (1764 lbs) | 8.07 |
| Aft CG limit (1764 lbs) | 12.16 |
| Aft CG limit (at or below 1653 lbs) | 12.48 |
| Max. weight in baggage compartment (lbs) | 44 |

Power Plant Operation

| | |
|---|----------------|
| RPM normal operating range (tachometer green arc) | 700-2800 |
| Min. RPM during engine runup idle check | 975 |
| Min. RPM ("area idle") if beyond gliding range of a runway | 1400 |
| Min. RPM during operations with fuel pump off | 1400 |
| Min. permissible full-throttle static RPM during engine runup | 2000 |
| Max. permissible continuous RPM if an IFT student is PF | 2700 |
| Max. permissible continuous RPM (tach redline) | 2800 |
| Min. RPM drop during magneto check | 25 |
| Max. RPM drop during magneto check | 150 |
| Max. RPM drop difference between magnetos | 50 |
| Max. permissible continuous bhp | 125 |
| Min. oil pressure (psi) | 10 |
| Oil pressure normal operating range (psi) | 30-60 |
| Max. time for oil pressure to reach 10 psi after start (sec.) | 30 |
| Max. oil pressure for full power operation if OAT < 0°C (psi) | 70 |
| Max. oil pressure (psi) | 100 |
| Min. oil temperature (°F) | 75 |
| Max. RPM after start until oil temp indication registers | 1000 |
| Oil temperature normal operating range (°F) | 170-220 |
| Min oil temp. to begin an area SFL at area idle (°F) | 170 |
| Min. oil temp for full power operation if oil pressure norm (°F) | 100 |
| Max. oil temperature (°F) | 240 |
| Min. oil quantity (US qts) | 4 |
| Max. oil quantity (US qts) | 6 |
| Fuel pressure lower limit red line (psi) | 3.5 |
| Fuel pressure upper limit red line (psi) | 16.5 |
| Max. continuous starter operation (sec.) | 10 |
| Max. cumulative starter operation before 3-5min cooling (sec.) | 30 |
| Max. time for CHT below 300°F in descent (minutes) | 5 |
| Min. CHT (°F) takeoff & descent | 240 |
| CHT normal operating range (°F) | 300-420 |
| CHT caution range (°F) | 420-460 |
| Max. CHT (°F) | 460 |
| Max. OAT (°C) operation w/ full winterization kit | 0 |
| Max. OAT (°C) operation w/ partial winterization kit | 12.5 |

Pattern Wind Limits (KTS)

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|--|-----------|
| Max. tailwind dual or solo | 5 |
| Max. student solo gust spread | 10 |
| Max. student solo crosswind | 10 |
| Max. dual crosswind if IFT student is PF below 500' AGL | 15 |
| Max. student solo total wind | 20 |
| DA20-C1 Max. demonstrated crosswind component | 20 |
| Max. dual total wind if IFT student is PF below 500' AGL | 25 |

Misc.

| | |
|---|-----|
| Max. aircraft structural temperature (°C) | 55 |
| Propeller approx. minimum ground clearance (inches) | 10 |
| Main landing gear tire pressure (psi) | 33 |
| Nose gear tire pressure (psi) | 26 |
| Min. OAT (°C) cabin heat not req for 10 min. before T/O | -20 |

20 OCT 2018

Items in bold type must be committed to memory.