

DA20 OPERATING INFORMATION TABLE

Indicated Airspeeds

V _{SO}	(Stall speed in LDG configuration)	34
V _{S1}	(Stall speed in CRUISE configuration)	42
V _R	(Rotate Speed)	44
Lift-off airspeed		52
Forced landing final approach airspeed (flaps LDG)		55
Minimum engine-out airspeed to sustain windmilling prop		60
Forced landing final approach airspeed (flaps T/O)		60
Forced landing final approach airspeed (flaps CRUISE)		64
Normal landing final approach airspeed		60
V _X (flaps T/O)	(Best angle of climb)	60
V _X (flaps CRUISE)	(Best angle of climb)	65
V _Y (flaps T/O)	(Best rate of climb)	66
V _Y (flaps CRUISE)	(Best rate of climb)	70
Best glide airspeed (1764 lbs) (L/D Max)		73
V _{FE} (flaps LDG)	(Max. Airspeed with flaps extended)	78
V _{FE} (flaps T/O)	(Max. Airspeed with flaps extended)	100
V _A (1764 lbs)	(No abrupt or full control inputs above V _A – overstress conditions will occur)	106
V _{NO}	(Max. structural cruising speed)	118
Restart if propeller has stopped and starter is inoperative		137
V _{NE}	(Never exceed airspeed)	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
Maximum permissible bank angle for steep turns	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
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

Min. rpm during engine runup idle check	900
Min. rpm for operations with fuel pump off	1000
Min. permissible static rpm (full throttle runup)	2000
Tachometer normal operating range (rpm)	700-2800
Max. permissible continuous rpm	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	30 sec.
Max. oil pressure for full power operation if OAT<0°C	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)	75-220
Min. oil temp for full power operation if oil pressure norm	100°F
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	10 sec.
Max. cumulative starter op. before cooling 3-5min.	30 sec.
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

Takeoff & Landing

Max. demonstrated crosswind component (kts)	20
Max. crosswind component for dual flights (kts)	20
Max. crosswind component for solo flights (kts)	15
Max. tailwind component for dual flights (kts)	5
Max. tailwind component for solo flights (kts)	5
KIAS to raise final approach airspeed if flaps CRUISE	+10
KIAS to raise final approach airspeed if flaps T/O	+0

Misc.

Maximum airplane 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

All items (**red**) must be committed to memory.