DA20-C1 OPERATING INFORMATION TABLE

Indicated Airspeeds (KIAS)

V_{S0} Stall speed with flaps LDG	
V_{S1} Stall speed with flaps CRUISE	
V_R Rotate speed	
Lift-off speed	
Min. Forced landing final approach speed with flaps LDG	
Standard pattern SFL final approach speed with flaps LDG	
V_X Best angle of climb speed with flaps T/O	
Normal landing final approach speed	
Min. engine-out speed to sustain windmilling prop	
Min. Forced landing final approach speed with flaps T/O	
Min. Forced landing final approach speed with flaps CRUISE	
No-Flap landing final approach speed	
V_X Best angle of climb speed with flaps CRUISE	
V_Y Best rate of climb speed with flaps T/O	
V_Y Best rate of climb speed with flaps CRUISE	
Best glide speed (1764 lbs)	
V_{FE} Max. Airspeed with flaps LDG	
V_{FE} Max. Airspeed with flaps T/O	
V_A Max. speed for full or abrupt control inputs (1764 lbs)	
V_{NO} Max. structural cruising speed	
Force a stopped propeller to windmill if starter is inop	
V_{NE} Never-exceed speed	

Maneuvering

Positive limit load factor (flaps CRUISE)	
Negative limit load factor (flaps CRUISE)	
Positive limit load factor (flaps T/O or LDG)	
Negative limit load factor (flaps T/O or LDG)	
Max. permissible bank angle for steep turns (in degrees)	

Voltmeter

Voltmeter lower limit red arc (volts)	
Voltmeter caution range yellow arc (volts)	
Voltmeter green arc (volts)	
Voltmeter upper limit red line (volts)	

Fuel

Approved fuel grade	
Usable fuel (US gal.)	
Fuel tank capacity (US gal.)	

Weight and Balance

Max. ramp weight (lbs)	
Max. takeoff weight (lbs)	
Max. landing weight (lbs)	
Forward CG limit (at or below 1653 lbs)	
Forward CG limit (1764 lbs)	
Aft CG limit (1764 lbs)	
Aft CG limit (at or below 1653 lbs)	
Max. weight in baggage compartment (lbs)	

Power Plant Operation

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

Pattern Wind Limits (KTS)

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

Misc.

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

Items in **red** must be committed to memory

10-Feb-15

DA20-C1 BOLDFACE

ABORT
ENGINE MALFUNCTION — SUFFICIENT RUNWAY REMAINING TO LAND
FUEL PRESSURE LOSS
ENGINE FIRE IN FLIGHT
ENGINE FIRE ON THE GROUND
ELECTRICAL FIRE ON THE GROUND
ELECTRICAL FIRE IN FLIGHT
CABIN FIRE IN FLIGHT

10 FEB 2015