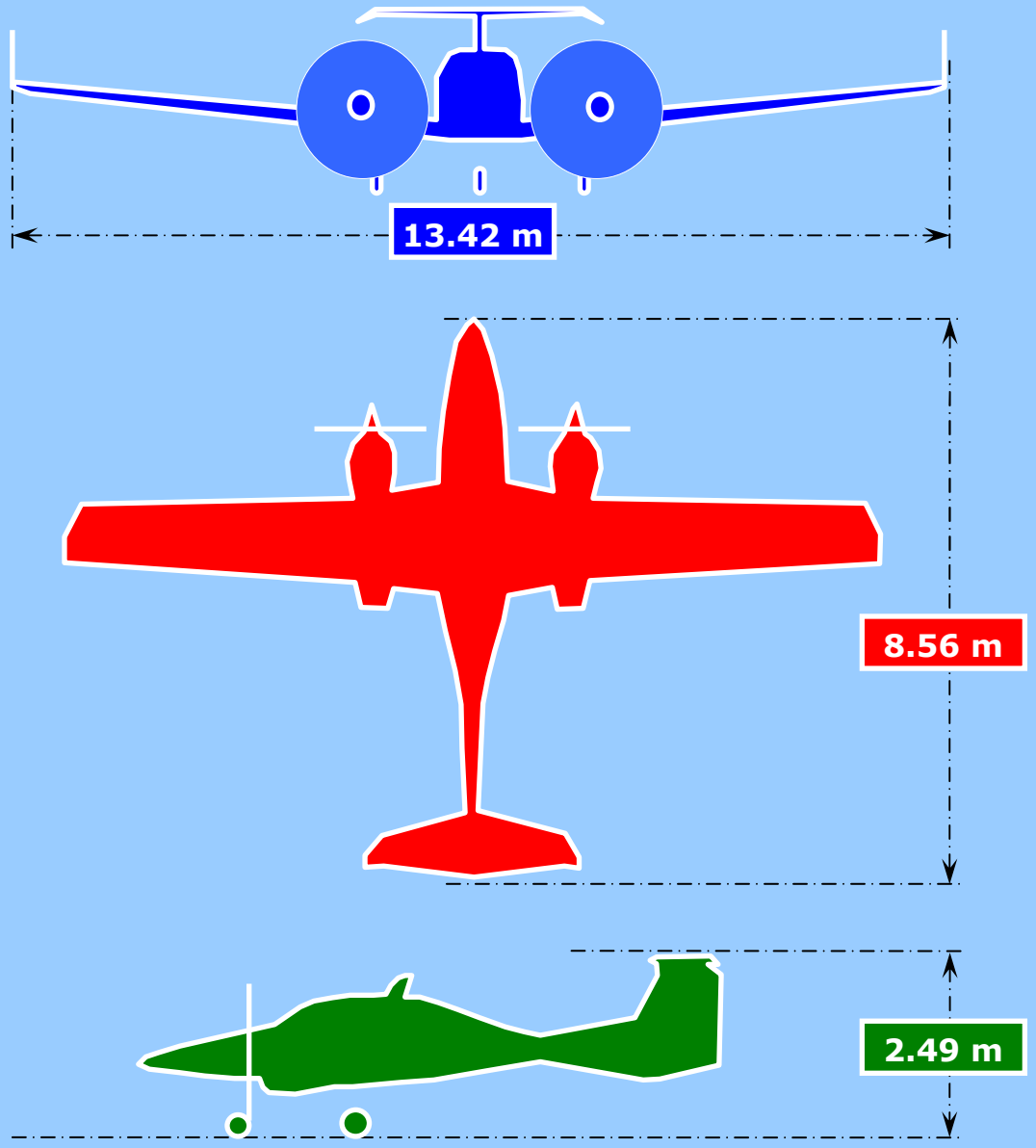


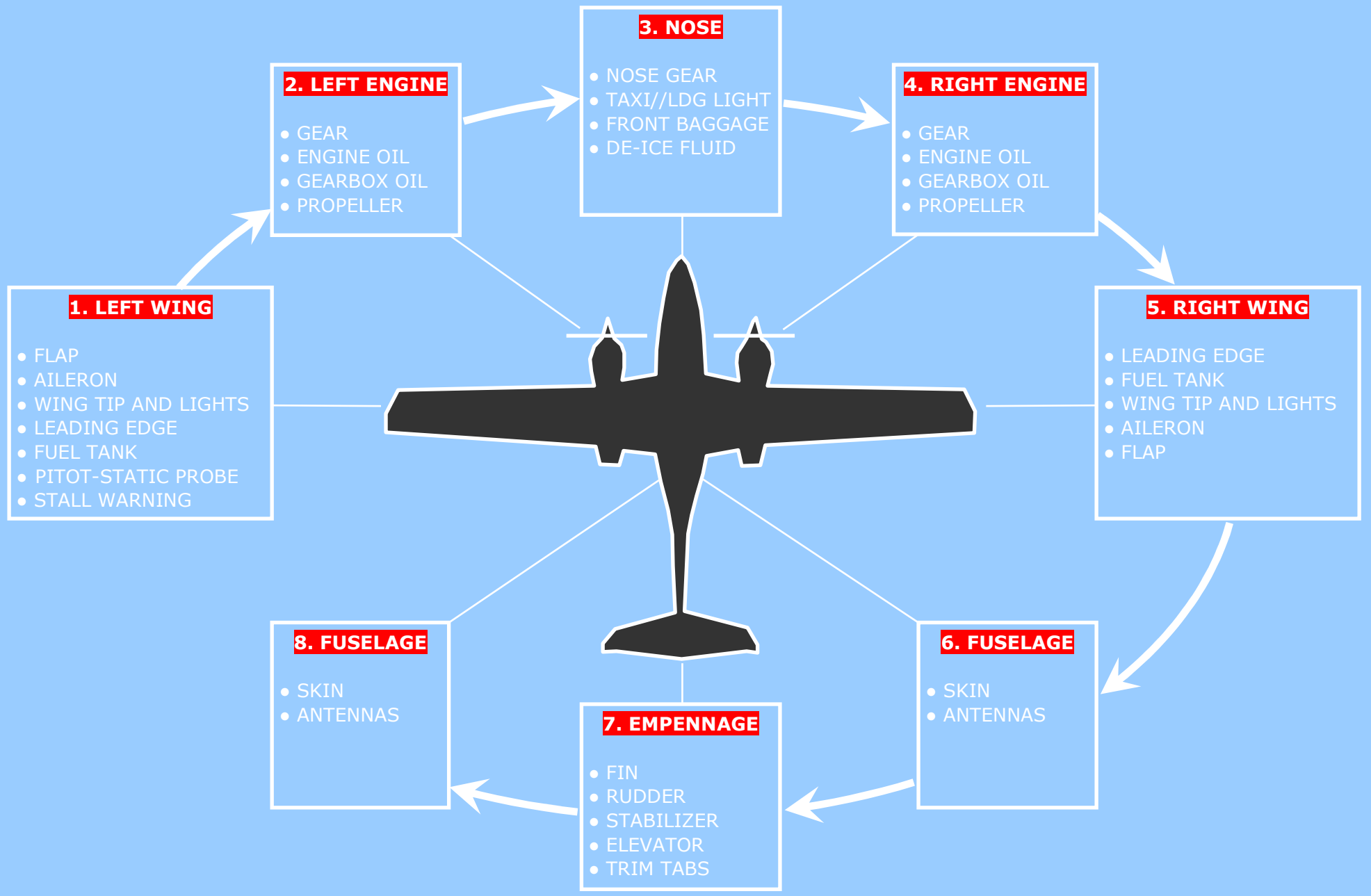
ENGINE	PROPELLER
• *2x TAE 125-01* • *Diesel type* • *2.0 LITERS* • *99kW (135HP)* • *ECU CONTROLLED*	• *3 BLADES* • *VRB PITCH (12°-81°)* • *CONSTANT SPEED* • *FEATHER POSITION* • *MAX CONT 2300 RPM*

OIL SYSTEM	FUEL SYSTEM
• *MIN 4.5 LITERS* • *MAX 6.0 LITERS* • *CONSUMPTION 0.1L/H*	• *DIESEL / JET A1* • *TOTAL 50GAL* • *LONG RANGE 76GAL* • *X-FEED AVAILABLE*

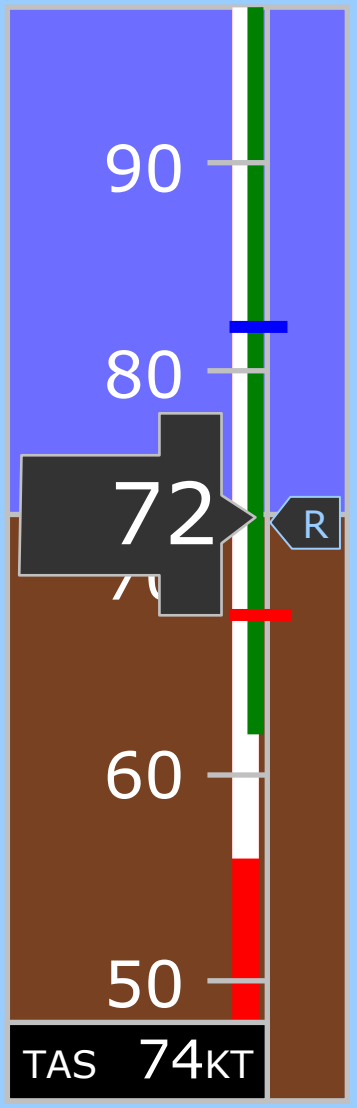
UNDERCARRIAGE	EMPTY WEIGHT
• *RETRACTABLE* • *HYDRAULICS OPS* • *PEDAL STEERING* • *EMRG EXTENSION*	• *OM-SKT 1340 KG* • *OM-GST 1340 KG*

2500 RPM	MAXIMUM PROPELLER OVERSPEED (20 SEC)
2300 RPM	MAXIMUM CONTINUOUS PROPELLER RPM
75 °C	MAXIMUM FUEL TEMPERATURE DIESEL/JET-A1
-30 °C	MINIMUM JET-A1 FUEL TEMPERATURE
5 °C	MINIMUM DIESEL FUEL TEMP FOR DEPARTURE
-5 °C	ENGINE START NOT ALLOWED BELOW THIS DIESEL FUEL TEMPERATURE
6000 FEET	MAXIMUM ENGINE RESTART ALTITUDE
80-120 KT	ENGINE RESTART SPEED RANGE

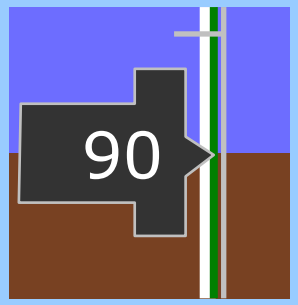
1700 KG	MAXIMUM TAKEOFF MASS
1700 KG	MAXIMUM LANDING MASS
1650 KG	MAXIMUM ZERO FUEL MASS
1250 KG	MINIMUM FLIGHT MASS
+3.8 G	MAX. POSITIVE LOAD FACTOR WITH FLAPS UP AT V_A AND V_{NE}
+2.0 G	MAX. POSITIVE LOAD FACTOR WITH APP/LDG FLAPS
±0.0 G	MAX. NEGATIVE LOAD FACTOR WITH FLAPS UP AT V_{NE}
-1.52 G	MAX. NEGATIVE LOAD FACTOR WITH FLAPS UP AT V_A

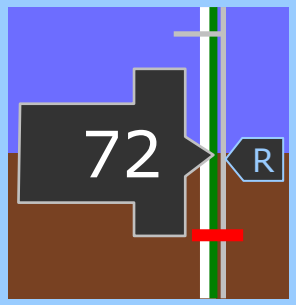

3. NOSE
• NOSE GEAR
• TAXI//LDG LIGHT
• FRONT BAGGAGE
• DE-ICE FLUID
2. LEFT ENGINE
• GEAR
• ENGINE OIL
• GEARBOX OIL
• PROPELLER
4. RIGHT ENGINE
• GEAR
• ENGINE OIL
• GEARBOX OIL
• PROPELLER
1. LEFT WING
• FLAP
• AILERON
• WING TIP AND LIGHTS
• LEADING EDGE
• FUEL TANK
• PITOT-STATIC PROBE
• STALL WARNING
5. RIGHT WING
• LEADING EDGE
• FUEL TANK
• WING TIP AND LIGHTS
• AILERON
• FLAP
8. FUSELAGE
• SKIN
• ANTENNAS
6. FUSELAGE
• SKIN
• ANTENNAS
7. EMPENNAGE
• FIN
• RUDDER
• STABILIZER
• ELEVATOR
• TRIM TABS

V_{NE} - NEVER EXCEED SPD *DON´T EXCEED THIS SPEED IN ANY OPERATION!*	**194**
V_{LE} - MAX GEAR DOWN SPD	**194**
V_{LO} - MAX GEAR OPERATING SPD	**156**
V_{NO} - MAX STRUCTURAL SPD *DON´T EXCEED THIS SPEED EXCEPT IN SMOOTH AIR!*	**155**
V_{FE} - MAX FLAPS APP SPEED	**137**
V_A - MANEUVERING SPD *DON´T MAKE FULL CONTROL INPUTS ABOVE THIS SPEED!*	**120**



111	**V_{FE} - MAX FLAPS LDG SPEED**
82	**SINGLE ENGINE BEST RATE OF CLIMB SPEED** *„BLUE LINE"*
72	**V_R - ROTATE SPEED**
68	**MINIMUM CONTROL SPEED WITH SINGLE ENGINE**
62	**V_{S2} - STALL SPEED WITH FLAPS UP**
56	**V_{S0} - STALL SPEED WITH LDG FLAPS**





ACCEL. HEIGHT

- FLAPS UP
- LDG LGT OFF
- CLIMB PWR

POSITIVE CLIMB

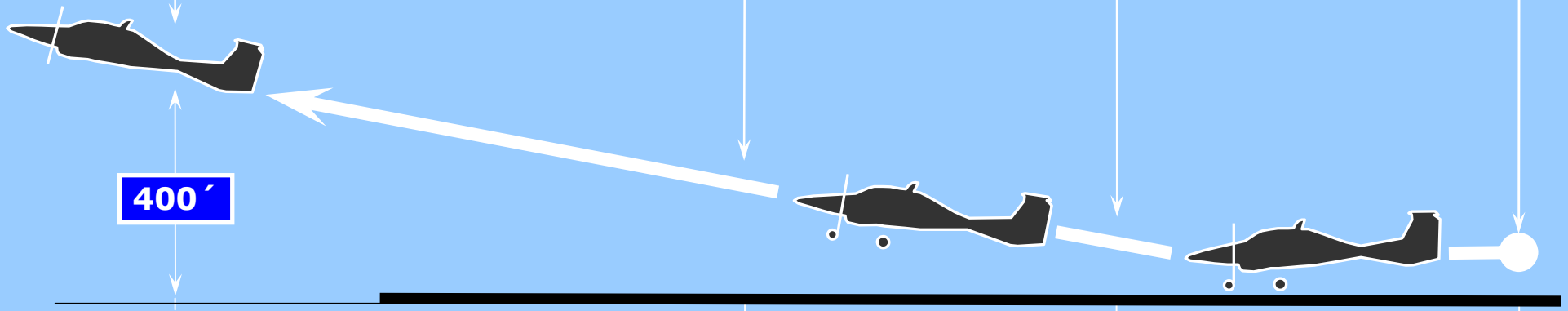
- GEAR UP

ROTATION

- UNSTICK THE AC

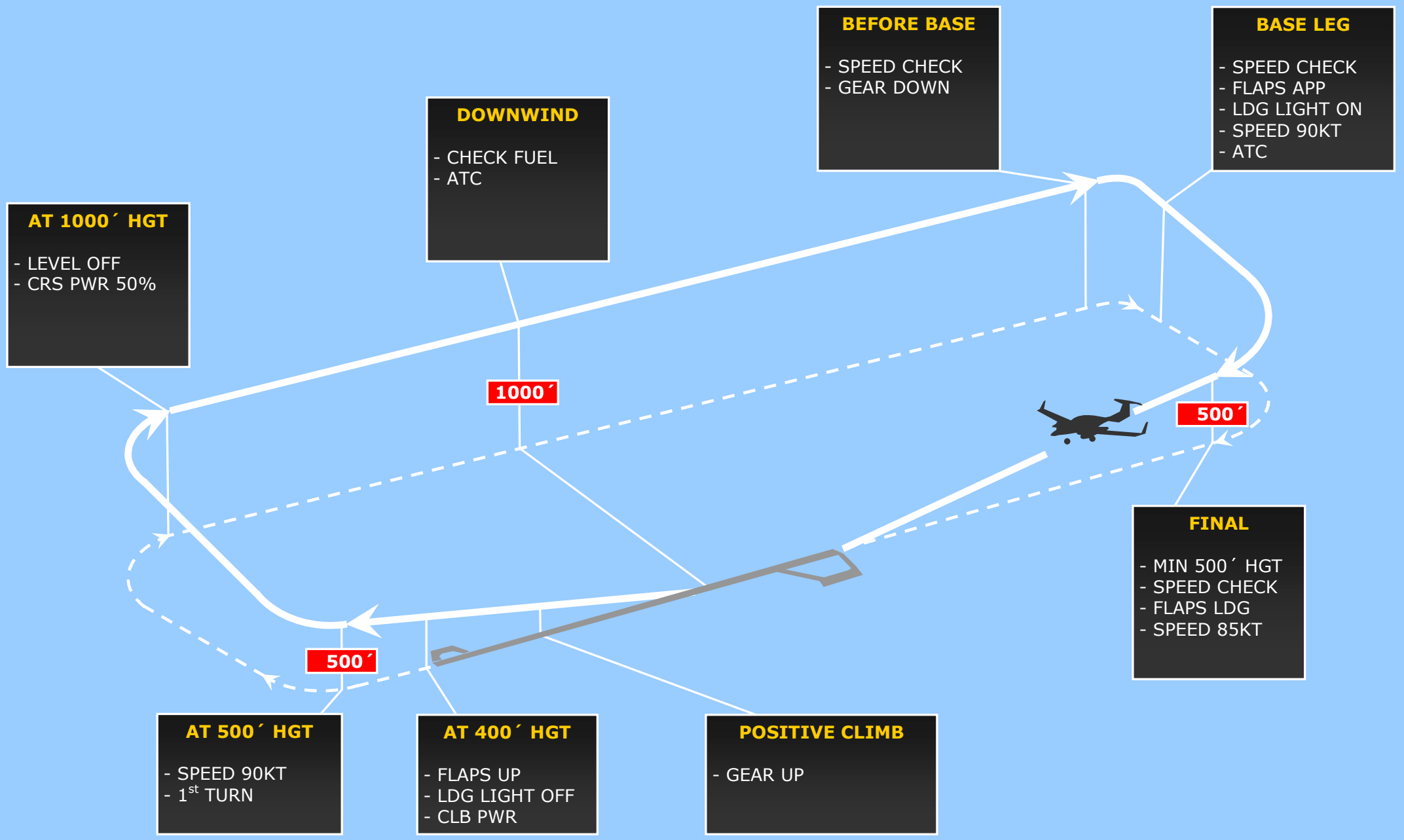
START

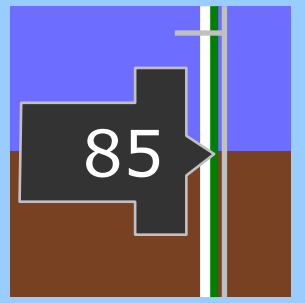
- FLAPS AS REQ
- T/O POWER
- BRAKES OFF



INITIAL CLIMB

TAKEOFF ROLL


BEFORE BASE
- SPEED CHECK
- GEAR DOWN
BASE LEG
- SPEED CHECK
- FLAPS APP
- LDG LIGHT ON
- SPEED 90KT
- ATC
DOWNWIND
- CHECK FUEL
- ATC
AT 1000´ HGT
- LEVEL OFF
- CRS PWR 50%
1000´
500´
FINAL
- MIN 500´ HGT
- SPEED CHECK
- FLAPS LDG
- SPEED 85KT
500´
AT 500´ HGT
- SPEED 90KT
- 1st TURN
AT 400´ HGT
- FLAPS UP
- LDG LIGHT OFF
- CLB PWR
POSITIVE CLIMB
- GEAR UP

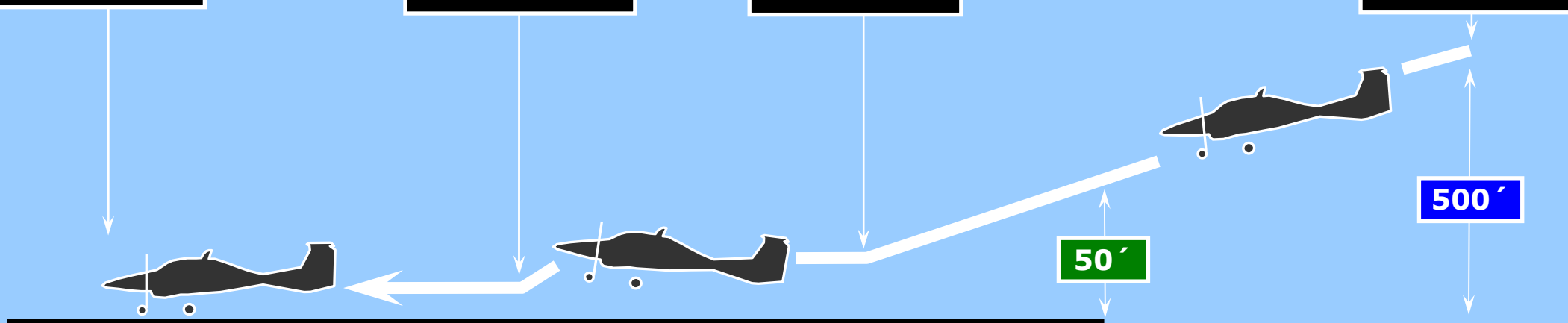


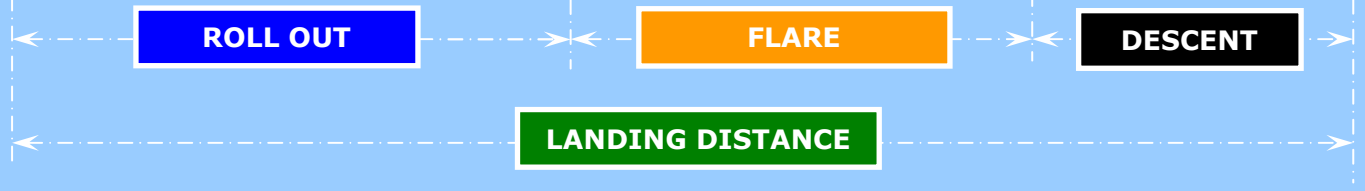
STOP
- USE BRAKES
- GENTLY

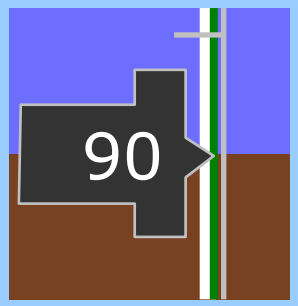
TOUCHDOWN
- TOUCH ON MAIN LDG GEAR FIRST

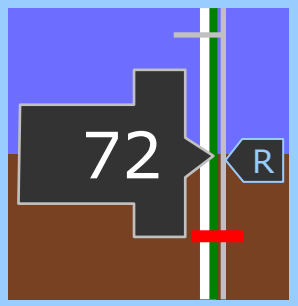
FLARE
- IDLE PWR
- START FLARE

FINAL
- LDG CONFIG
- FINAL CHECK









ACCEL. HEIGHT

- FLAPS UP
- LDG LGT OFF
- CLIMB PWR

POSITIVE CLIMB

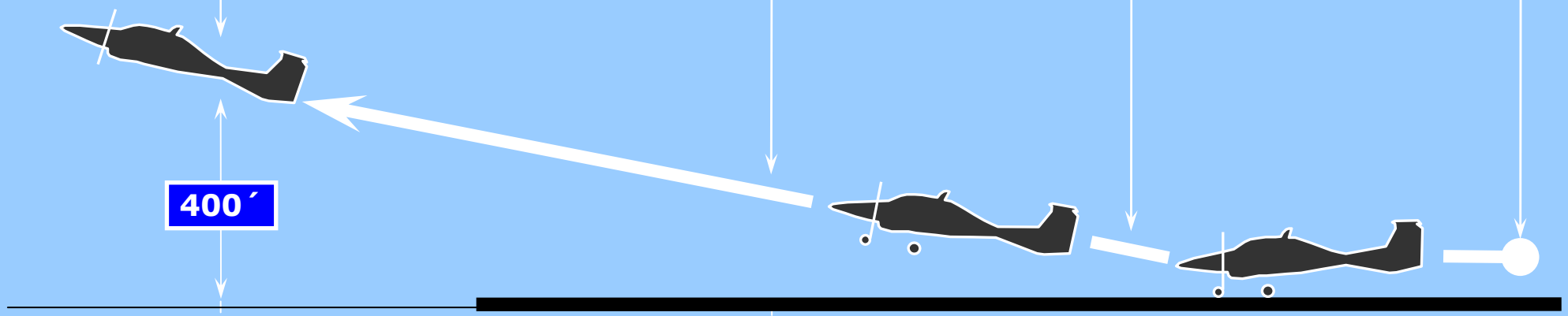
- GEAR UP

ROTATION

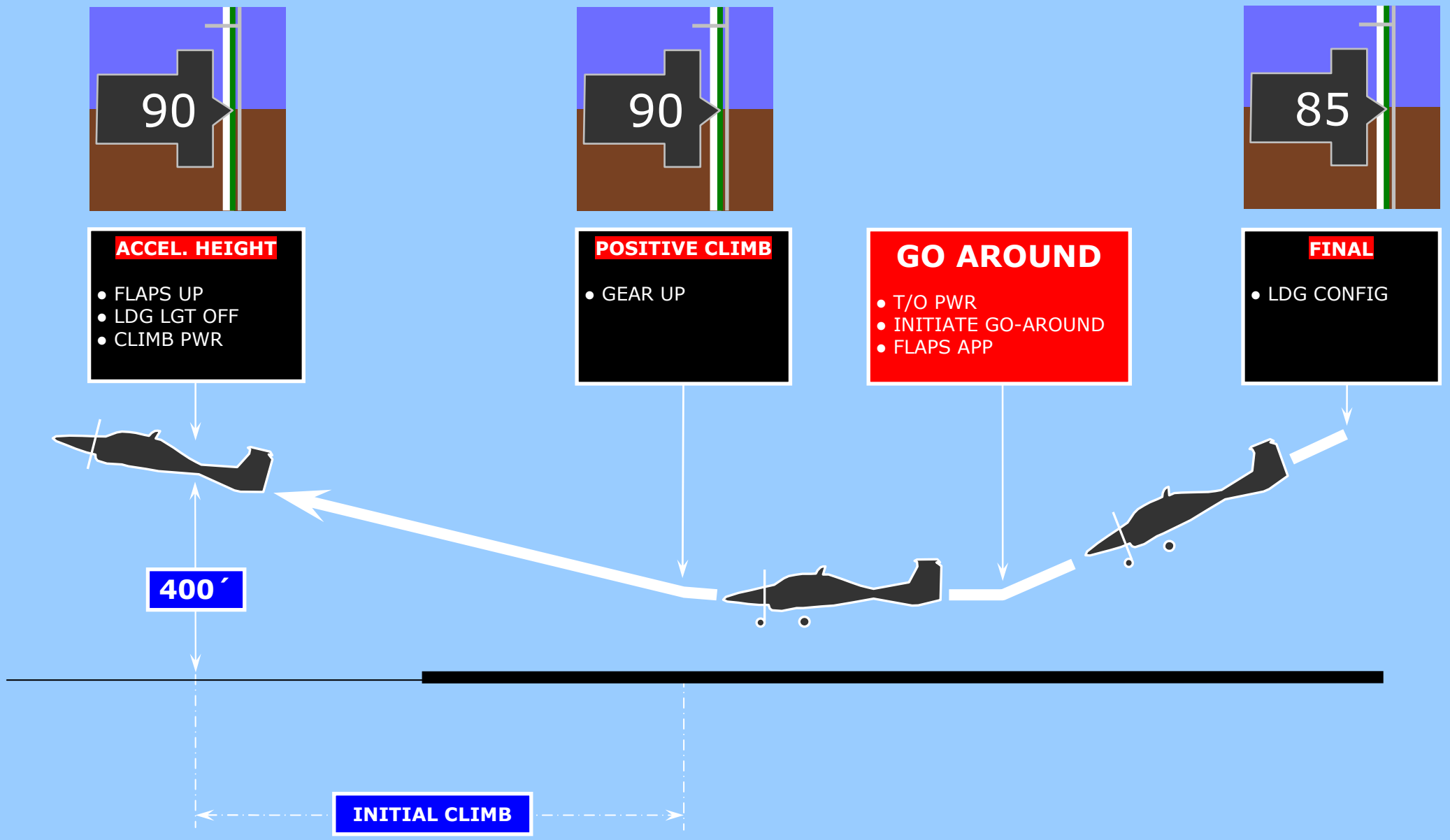
- UNSTICK THE AC

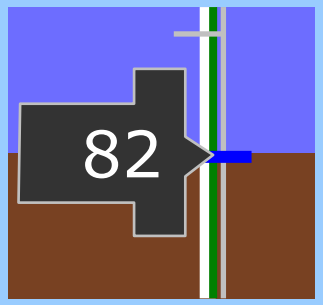
TOUCHDOWN

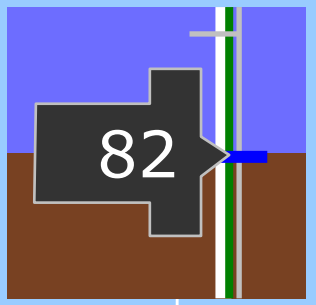
- FLAPS AS REQ
- T/O PWR



INITIAL CLIMB


90
90
85
ACCEL. HEIGHT
• FLAPS UP
• LDG LGT OFF
• CLIMB PWR
POSITIVE CLIMB
• GEAR UP
GO AROUND
• T/O PWR
• INITIATE GO-AROUND
• FLAPS APP
FINAL
• LDG CONFIG
400´
INITIAL CLIMB





ACCEL. HEIGHT

- FLAPS UP
- LDG LGT OFF
- CLIMB PWR
- EMRG PROCEDURE

END OF TODA

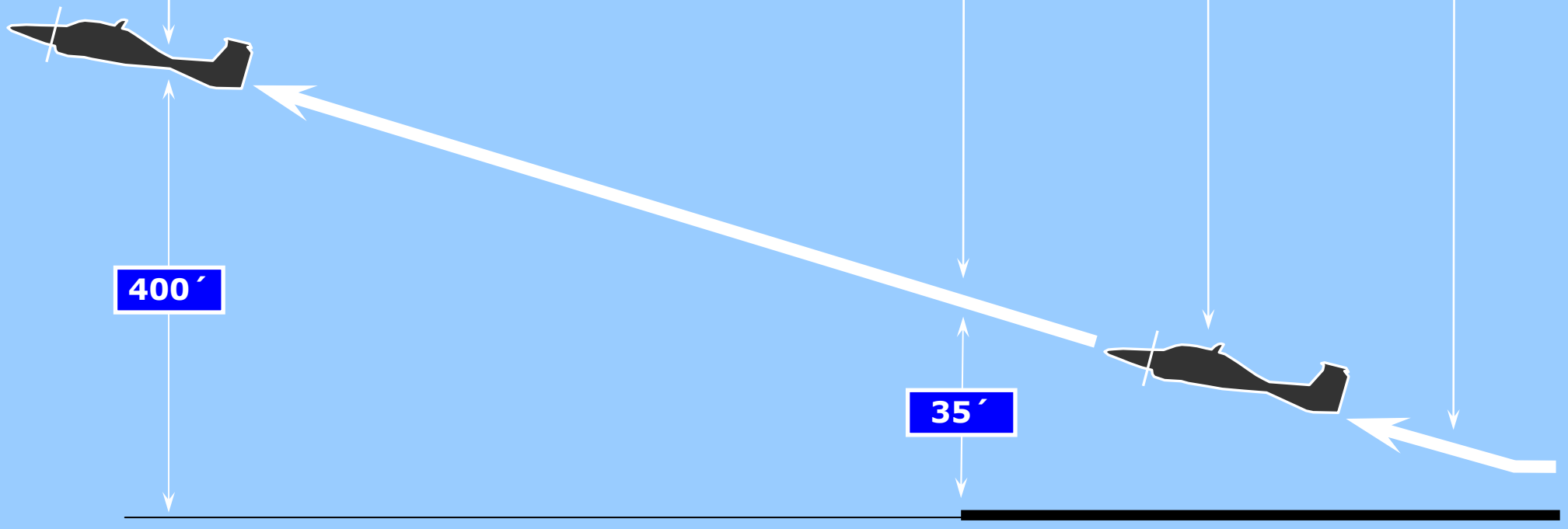
- SPEED MIN V2
- HEIGHT MIN 35´

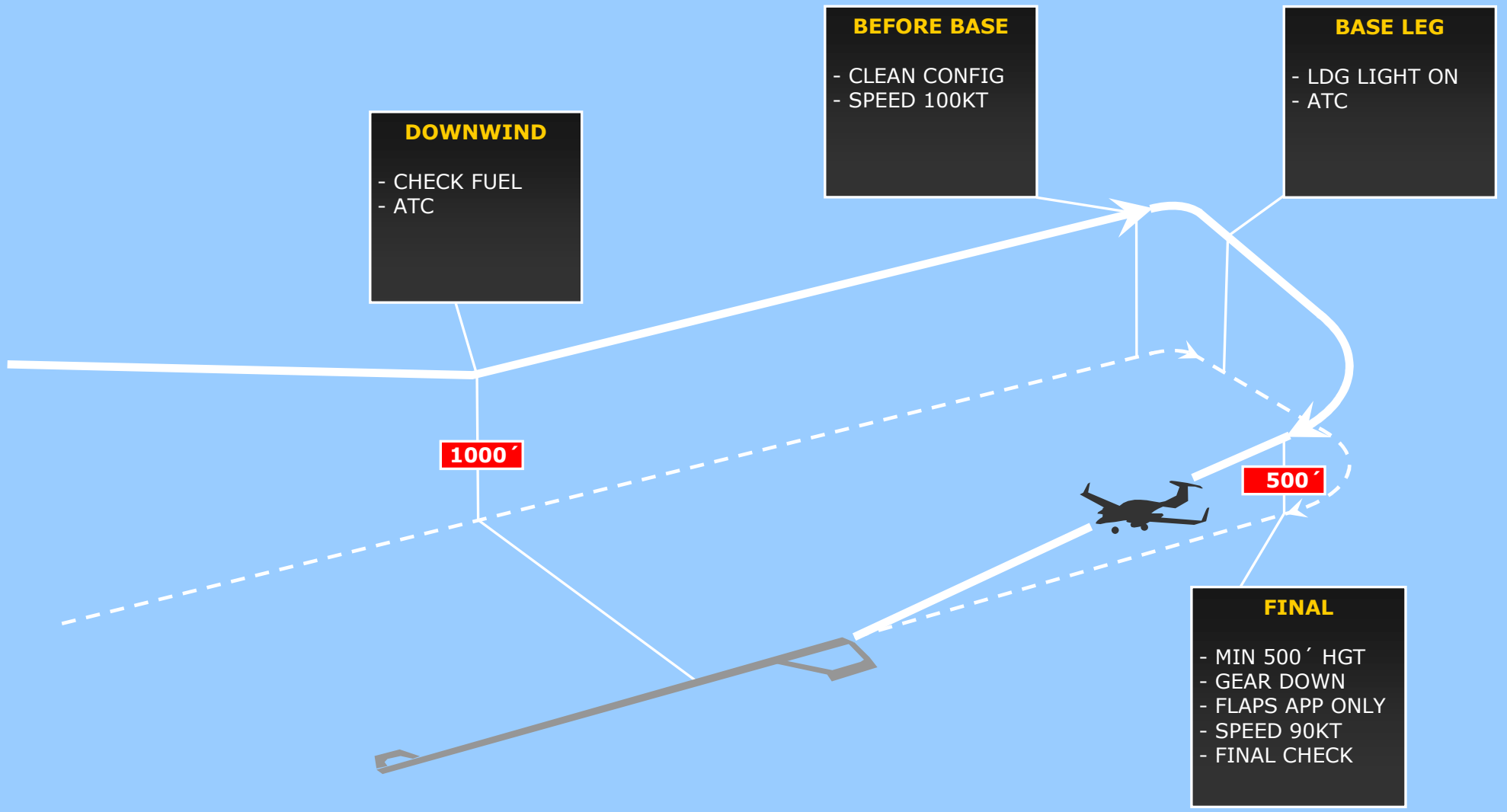
POSITIVE CLIMB

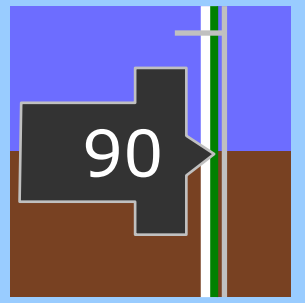
- GEAR UP

ENGINE OR ANY FAILURE

NO ACTION UNTIL ACCEL. HEIGTH, EXCEPT GEAR UP AND SILENCE THE WARNING




BEFORE BASE
- CLEAN CONFIG
- SPEED 100KT
BASE LEG
- LDG LIGHT ON
- ATC
DOWNWIND
- CHECK FUEL
- ATC
1000´
500´
FINAL
- MIN 500´ HGT
- GEAR DOWN
- FLAPS APP ONLY
- SPEED 90KT
- FINAL CHECK

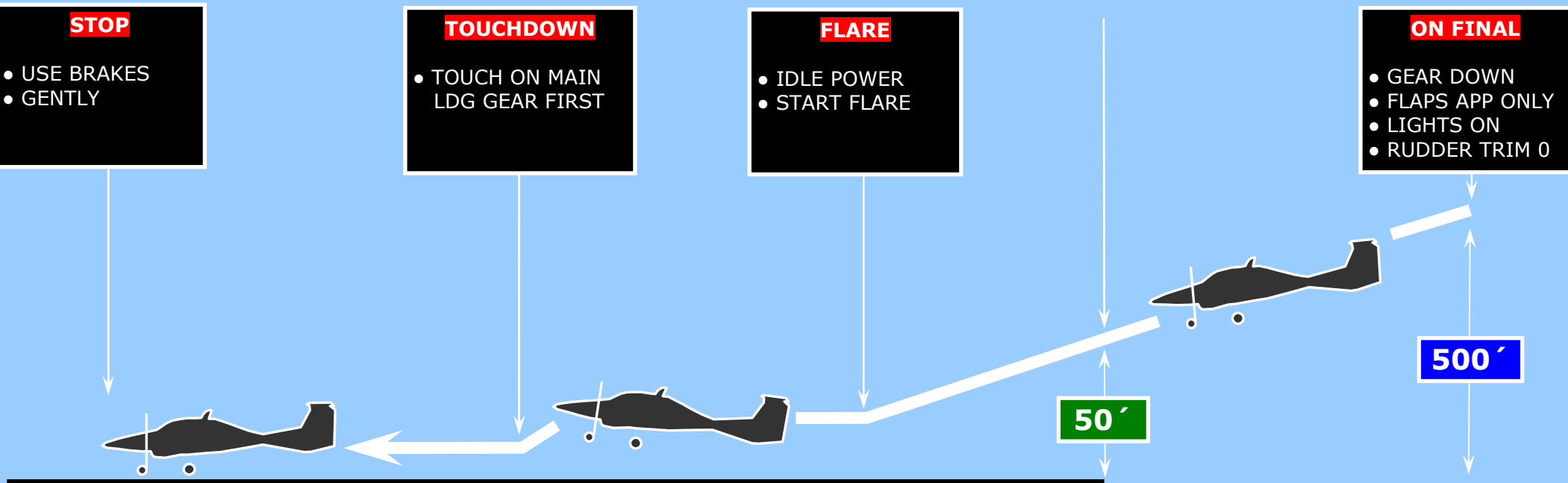


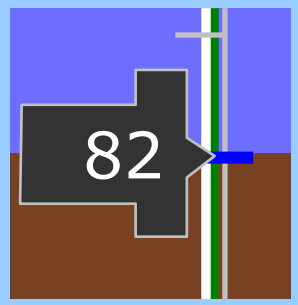
STOP
- USE BRAKES
- GENTLY

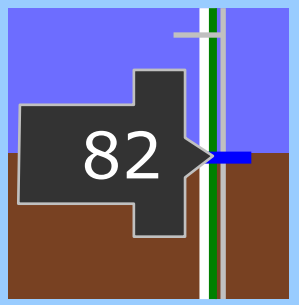
TOUCHDOWN
- TOUCH ON MAIN LDG GEAR FIRST

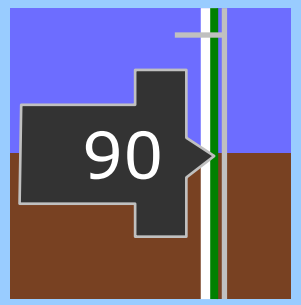
FLARE
- IDLE POWER
- START FLARE

ON FINAL
- GEAR DOWN
- FLAPS APP ONLY
- LIGHTS ON
- RUDDER TRIM 0









ACCEL. HEIGHT

- FLAPS UP
- LDG LGT OFF
- CLIMB PWR

POSITIVE RATE

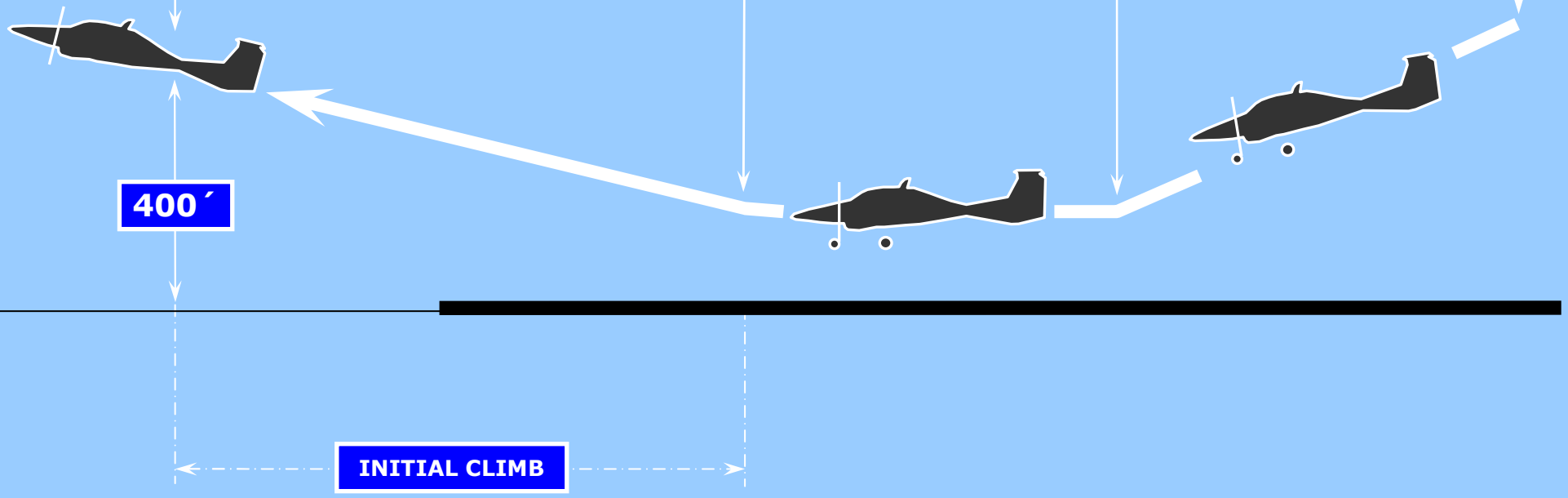
- GEAR UP

GO AROUND

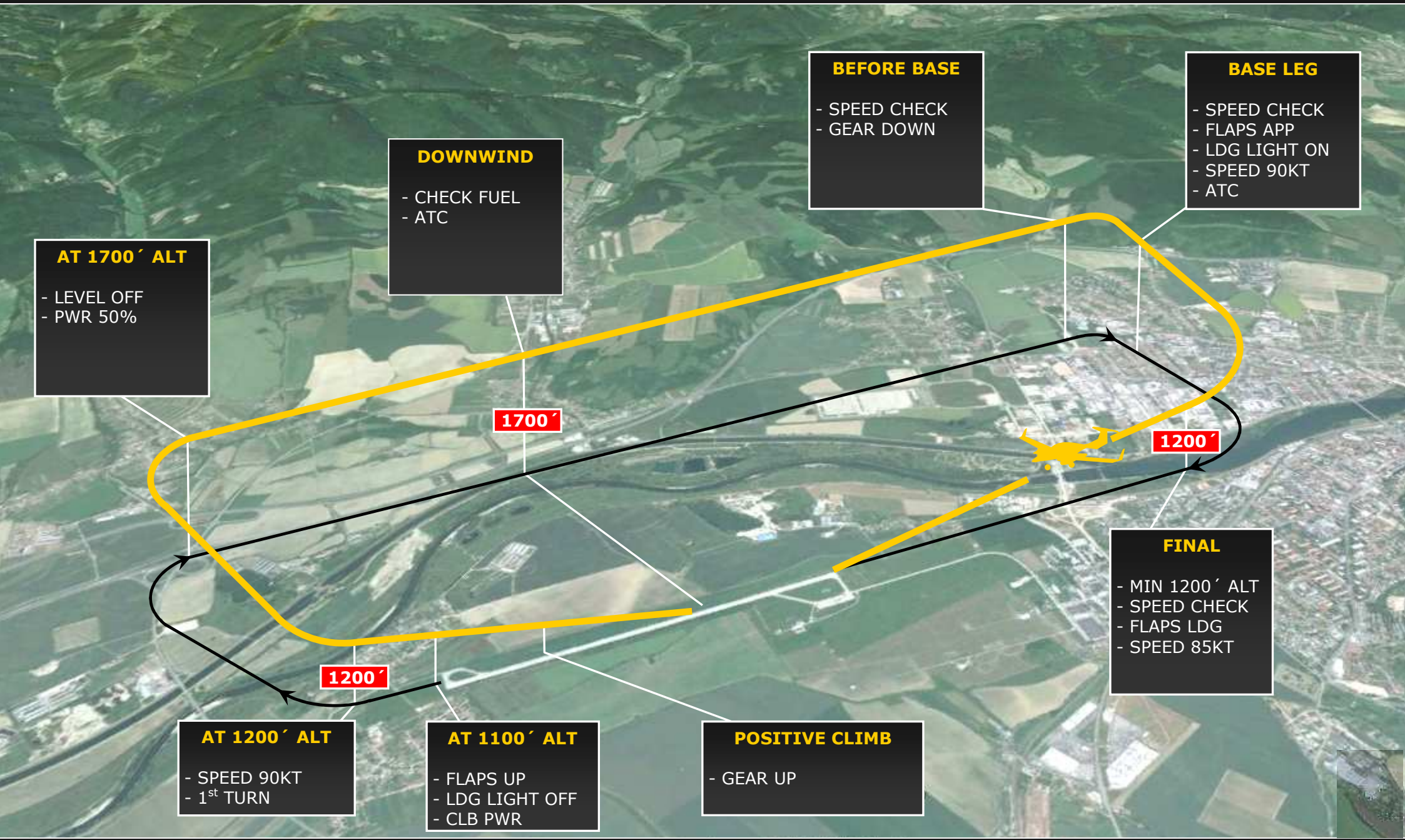
- T/O PWR
- INITIATE GO-AROUND
- MAINTAIN DIRECTION

ON FINAL

- GEAR DOWN
- FLAPS APP
- LIGHTS ON
- RUDDER TRIM 0



DA-42 TRENCIN RIGHT-HAND CIRCUIT RWY22 MEP(L)



PRE-FLIGHT	DA42
FLIGHT CONTROLS	SET AND CHECK
ELEVATOR TRIM	SET FOR TAKE-OFF
FUEL COCKS	ON
POWER LEVERS	IDLE
PARKING BRAKE	SET
RUDDER TRIM	SET
CIRCUIT BREAKERS	CHECK
DE-ICE PANEL	OFF
FLAPS	UP
GEAR	DOWN
AVIONICS MASTER	OFF
ELECTRIC MASTER	ON
L/R ENGINE MASTER	OFF
PITOT HEAT	OFF
L/R ALTERNATOR	ON
L/R ECU SWAP	AUTO
LDG-TAXI-POSITION-STROBE LIGHTS	OFF
STBY INSTRUMENTS	CHECK
ELT	ARM

BEFORE START-UP	DA42
POSITION LIGHTS	ON
LEFT ENGINE MASTER	ON
STARTER	START LEFT ENGINE
RIGHT ENGINE MASTER	ON
STARTER	START RIGHT ENGINE

AFTER START-UP	DA42
AVIONICS MASTER	ON
STBY HORIZON	SET

TEST	DA42
POWER LEVERS	IDLE
GEAR/FIRE TEST	TEST
L/R ECU TEST	TEST
L/R ECU SWAP	TEST
L/R ALTERNATOR	TEST

TAXI	DA42
PARKING BRAKE	RELEASED
TAXI LIGHT	ON

BEFFORE TAKE-OFF	DA42
TRIM	SET FOR TAKE-OFF
FLAPS	SET FOR TAKE-OFF
PITOT HEAT	AS REQUIRED
LDG AND STROBE LIGHTS	ON

AFTER TAKE-OFF	DA42
GEAR	UP
FLAPS	UP
LANDING LIGHT	OFF
CLIMB PWR	SET

CRUISE	DA42
ALTIMETERS	SET
TAXI LIGHT	AS REQUIRED
CRUISE POWER	SET

DESCENT	DA42
ALTIMETERS	SET
TAXI LIGHT	ON

FINAL	DA42
GEAR	DOWN
FLAPS	SET FOR LANDING
LANDING LIGHT	ON

AFTER LANDING	DA42
FLAPS	UP
PITOT HEAT	OFF
LANDING AND STROBE LIGHTS	AFTER VACATING RWY - OFF