



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”

“DIAMOND DA20-C1”
“CLUB AEREO DE SANTIAGO”

NOMBRE : _____ FIRMA: _____

FECHA : _____

A.- Limitaciones de Operación

1.- Limitaciones (Velocidades)

| | KIAS |
|-----------------------|------|
| Va | 106 |
| Vne | 164 |
| Vno | 118 |
| Vfe | 78 |
| Vs | 42 |
| Vso | 34 |
| Vx (Flap Cruise) | 60 |
| Vy (Flap Cruise) | 75 |
| Vr | 44 |
| Vapp (Flap LDG) | 55 |
| V glide (Flap Cruise) | 73 |
| Max Cross Wind | 20 |

3.- Pesos (LBS)

| | |
|-----------------|------|
| Máximo TAKE-OFF | 1764 |
| Máximo Equipaje | 44 |

4.- Motor (Potencia Máxima Continua)

| Limitaciones Operativas de Motor | |
|---|------|
| Razón HP o BHP | 125 |
| Máximas RPM | 2800 |
| Cylinder Head Temperature (°F) | |
| Máxima | 460 |
| Mínima | 240 |
| Temperatura de Aceite | |
| Máxima | 240 |
| Mínima | 75 |

2.- Combustible (U.S. GAL)

| Tipo a Utilizar | 100 ó 100LL |
|------------------------------|-------------|
| Capacidad Total Std | 24,5 |
| Capacidad Usable Std | 24 |
| Presión de Combustible (psi) | |
| Mínima | 3,5 |
| Máxima | 16,5 |

5.- Limitaciones de Maniobras (Cat. Normal)

| MANIOBRA | KIAS |
|-----------------|-------|
| Spin (Flaps UP) | STALL |
| Ocho Flojo | 116 |
| Chandela | 116 |
| | |

B.- Emergencies Procedures

3.3.1 (a).- ENGINE FAILURE DURING TAKE-OFF RUN

| | |
|-----------------------|--------------|
| Throttle | IDLE |
| Brakes | as required |
| Flaps | CRUISE |
| Mixture | IDLE CUT-OFF |
| Ignition Switch | OFF |
| GEN/BAT Master Switch | OFF |

3.3.1 (b).- ENGINE FAILURE AFTER TAKE-OFF

INSUFICIENT ENGINE POWER

| | |
|---------------------|-----------|
| Airspeed | 60 KIAS |
| Throttle | FULL |
| Mixture | FULL RICH |
| Alternate Air | OPEN |
| Fuel Shut-Off Valve | OPEN |
| Ignition Switch | BOTH |
| Fuel Pump | ON |

WARNING

IF ADEQUATE ENGINE PERFORMANCE CANNOT BE RESTORED IMMEDIATELY, PREPARE FOR AN EMERGENCY LANDING. IF POSSIBLE, LAND STRAIGHT AHEAD, AVOIDING OBSTACLES.

| | |
|-----------------------|--|
| Mixture | IDLE CUTOFF |
| Fuel Shut-Off | CLOSED |
| Ignition Switch | OFF |
| Flaps | as required |
| GEN/BAT Master Switch | OFF |
| ENGINE INOPERATIVE | Perform emergency landing (paragraph 3.3.3). |

3.3.3 (a).- EMERGENCY LANDING WITH ENGINE OFF

| | |
|-------------------------------------|---|
| Airspeed (Flaps in T/O Position) | 60 KIAS |
| Airspeed (Flaps in LDG Position) | 55 KIAS |
| Airspeed (Flaps in CRUISE Position) | 64 KIAS |
| Fuel Shut-off Valve | CLOSED |
| Mixture | IDLE CUTOFF |
| Ignition Switch | OFF |
| Safety Belts | secured |
| Radio | Transmit, 121,5 giving locations and intentions |
| Flaps | as required |
| GEN/BAT Master Switch | OFF |
| After Touch – Down | Apply brakes |

3.3.4 (a).- ENGINE FIRE DURING ENGINE-START-UP ON THE GROUND

| | |
|-------------------------------|-------------|
| Fuel Shut-off Valve | CLOSED |
| Cabin Heat | CLOSED |
| Mixture | IDLE CUTOFF |
| GEN/BAT Master Switch | OFF |
| Ignition Switch | OFF |
| Evacuate Airplane Immediately | |

3.3.4 (b).- ENGINE FIRE DURING FLIGHT

| | |
|--|---------|
| Fuel Shut-off Valve | CLOSED |
| Cabin Heat | CLOSED |
| Airspeed | 73 KIAS |
| Fuel Pump | OFF |
| Perform emergency landing with engine off according to paragraph 3.3.3 | |

3.3.4 (c).- ELECTRICAL FIRE INCLUDING SMOKE DURING FLIGHT

| | |
|-----------------------|---|
| GEN/BAT Master Switch | OFF |
| Cabin Air | OPEN |
| Fire Extinguisher | use only if smoke development continues. |

CAUTION

IF FIRE EXTINGUISHER IS USED, THE CABIN MUST BE VENTILATED.