

FOREWORD

We congratulate you on the acquisition of your new DIAMOND STAR.

Skillful operation of an airplane increases both safety and the enjoyment of flying. Please take the time therefore, to familiarize yourself with your new DIAMOND STAR.

This airplane may only be operated in accordance with the procedures and operating limitations of this Airplane Flight Manual.

Before this airplane is operated for the first time, the pilot must familiarize himself with the complete contents of this Airplane Flight Manual.

In the event that you have obtained a pre-owned DIAMOND STAR, please let us know your address, so that we can supply you with the publications necessary for the safe operation of your airplane.

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0.1 RECORD OF REVISIONS

All revisions of this manual, with the exception of -

- C Temporary Revisions,
- C updates of the modification level (Section 1.1),
- C updated mass and balance information (Section 6.3),
- C updates of the Equipment Inventory (Section 6.5), and
- C updates of the List of Supplements (Section 9.2)



must be recorded in the following table. [The content of approved chapters is approved by EASA. All other content is approved by DAI under the authority of EASA DOA No: EASA.21J.052 in accordance to part 21.](#)

The new or amended text is indicated by a vertical black line at the left hand side of the revised page, with the revision number and date appearing at the bottom of the page.

If pages are revised which contain information valid for your particular serial number (modification level of the airplane, weighing data, Equipment Inventory, List of Supplements), then this information must be transferred to the new pages in hand-writing.

Temporary Revisions, if applicable, are inserted into this manual. Temporary Revisions are used to provide information on systems or equipment until the next 'permanent' Revision of the Airplane Flight Manual. When a 'permanent' Revision covers a Mandatory or Optional Design Change Advisory (MÄM or OÄM), then the corresponding Temporary Revision is superseded.

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Rev. No.	Reason	Chapter	Page(s)	Date of Revision	Approval	Verification	Date Inserted	Signature
1	Performance Data Update, TR-MAM-40-174, TR-MAM-40-183, TR-OAM-40-220, TR-OAM-40-221	0 5 6 9	0-4, 0-5, 0-6, 0-7 through 0-10 Chapter 5: All 6-14 through 6-20 9-3 through 9-6	22 Aug 2005				

Rev. No.	Reason	Chapter	Page(s)	Date of Revision	EASA Approval No.	Verification	Date Inserted	Signature

0.2 LIST OF EFFECTIVE PAGES

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CHAPTER 5

PERFORMANCE

PROPELLER TYPE SENSENICH 76EM8S10-0-63 INSTALLED

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5.1 INTRODUCTION

The performance data presented in this chapter corresponds to airplanes without the optional wheel fairings and equipped with a Sensenich 76EM8S10-0-63 propeller. The performance tables and diagrams on the following pages are presented so that, on the one hand, you can see what performance you can expect from your airplane, while on the other, they allow for comprehensive and accurate flight planning. The values in the tables and the diagrams were obtained by means of flight trials using an airplane and power-plant in good condition and corrected to the conditions of the International Standard Atmosphere (ISA = 15 °C/59 °F and 1013.25 hPa/29.92 inHg at sea level).

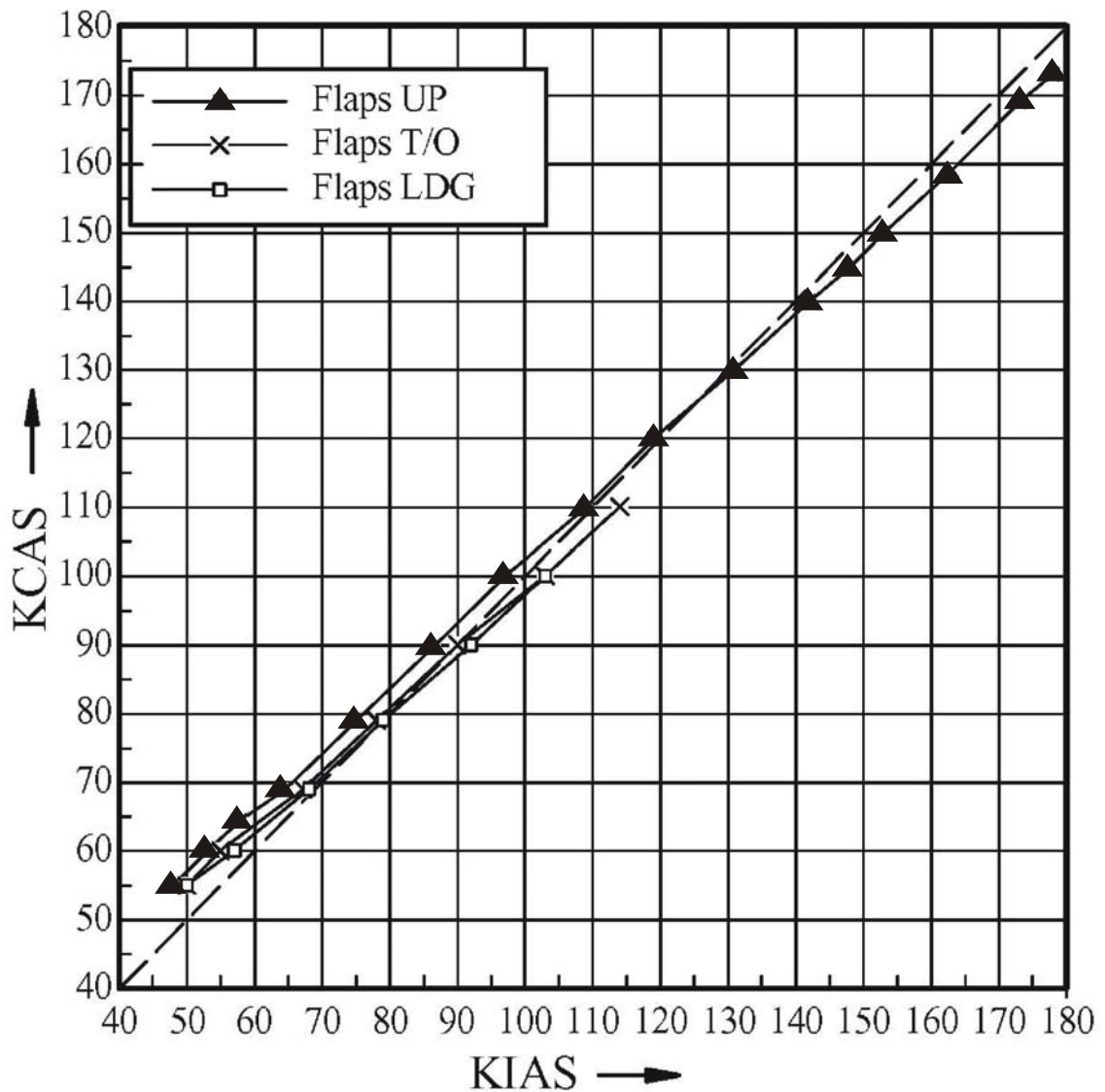
The performance diagrams do not take into account variations in pilot experience or a poorly maintained airplane. The performance given can be attained if the procedures quoted in this manual are applied and the airplane has been well maintained.

5.2 USE OF THE PERFORMANCE TABLES AND DIAGRAMS

In order to illustrate the influence of a number of different variables, performance data is reproduced in the form of tables or diagrams. These contain sufficiently detailed information so that conservative values can be selected and used for the determination of adequate performance data for the planned flight.

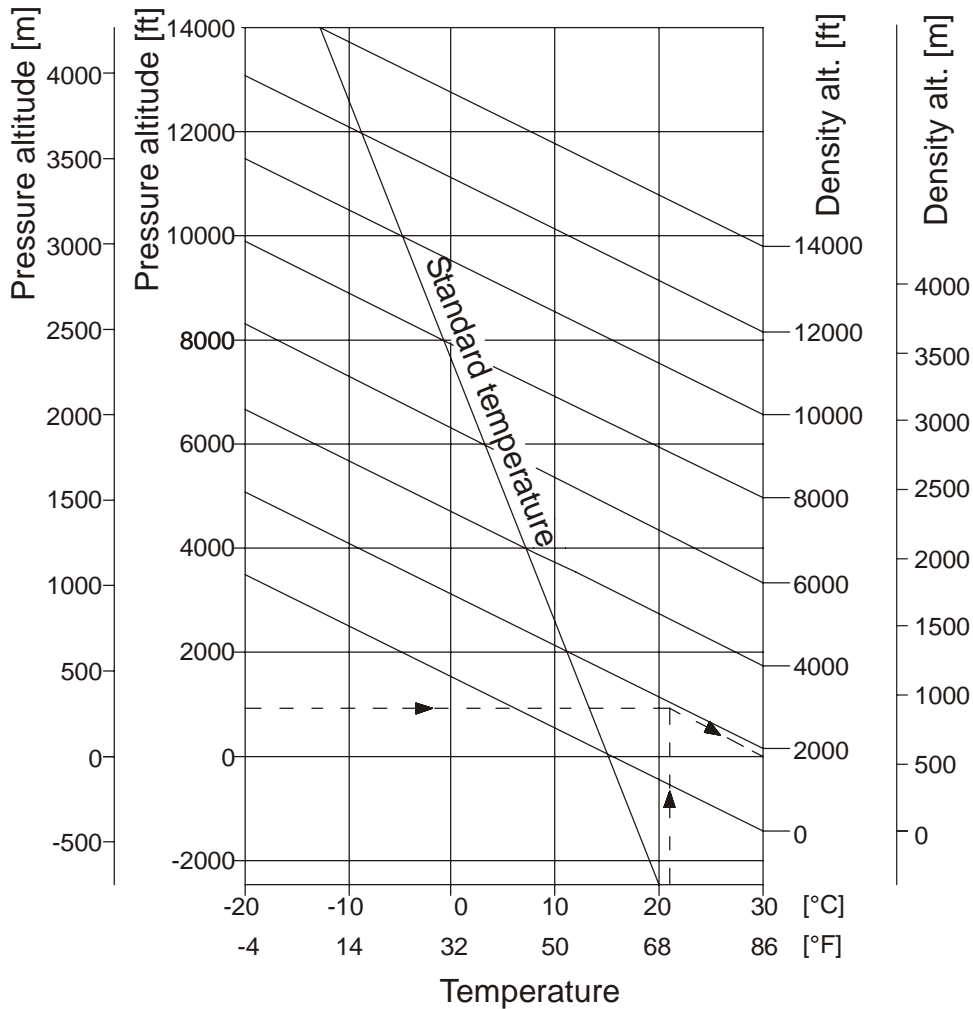
5.3 PERFORMANCE TABLES AND DIAGRAMS

5.3.1 AIRSPEED CALIBRATION



5.3.2 PRESSURE ALTITUDE - DENSITY ALTITUDE

Conversion from pressure altitude to density altitude.



Example:

1. Set 1013.25 hPa on altimeter and read pressure altitude (900 ft).
2. Establish ambient temperature (+21 EC).
3. Read off density altitude (1800 ft).

Result:

From a performance calculation standpoint the airplane is at 1800 ft.

5.3.3 STALLING SPEEDS

Mass: 980 kg (2161 lb)

Airspeeds in KIAS

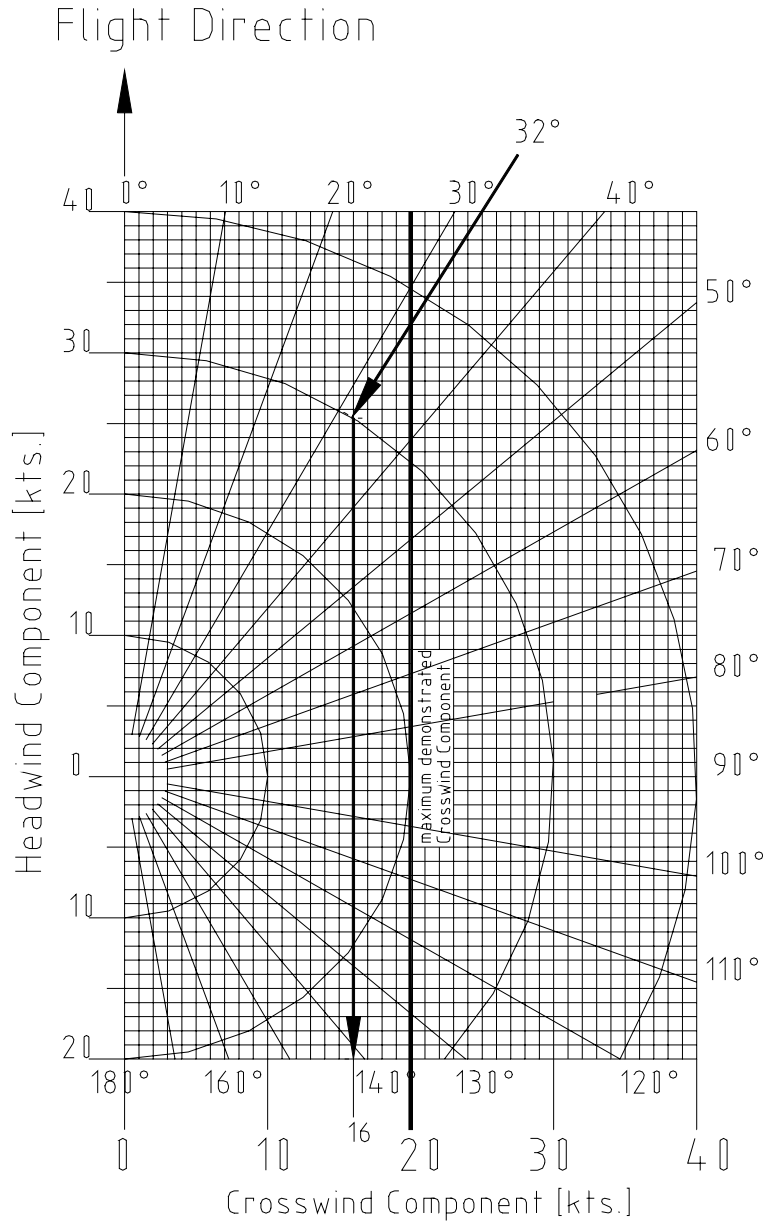
980 kg 2161 lb		Bank Angle			
		0°	30°	45°	60°
Flaps	UP	47	52	58	73
	T/O	44	51	58	72
	LDG	42	49	57	71

Mass: 1150 kg (2535 lb)

Airspeeds in KIAS

1150 kg 2535 lb		Bank Angle			
		0°	30°	45°	60°
Flaps	UP	52	57	66	79
	T/O	51	55	64	78
	LDG	49	55	62	76

5.3.4 WIND COMPONENTS



Example: Flight direction : 360°
 Wind : 032°/30 kts
 Result: Crosswind component : 16 kts
 Max. demonstrated crosswind component : 20 kts

5.3.5 TAKE-OFF DISTANCE

Conditions:

- Throttle.....FULL
- MixtureRICH (below 5000 ft)
- Carburetor HeatOFF
- FlapsT/O
- Lift-off speedapprox. 59 KIAS
- Climb-out speed.....66 KIAS (1150 kg, 2535 lb)
60 KIAS (1000 kg, 2205 lb)
54 KIAS (850 kg, 1874 lb)
- Runway.....level, asphalt surface

WARNING

For a safe take-off, the available runway length must be at least equal to the take-off distance over a 50 ft (15 m) obstacle.

WARNING

Poor maintenance condition of the airplane, deviation from the given procedures as well as unfavorable outside conditions (high temperature, rain, unfavorable wind conditions, including cross-wind) will increase the take-off distance.

CAUTION

The figures in the following NOTE are typical values. On wet ground or wet soft grass covered runways the take-off roll may become significantly longer than stated below. In any case the pilot must allow for the condition of the runway to ensure a safe take-off.

NOTE

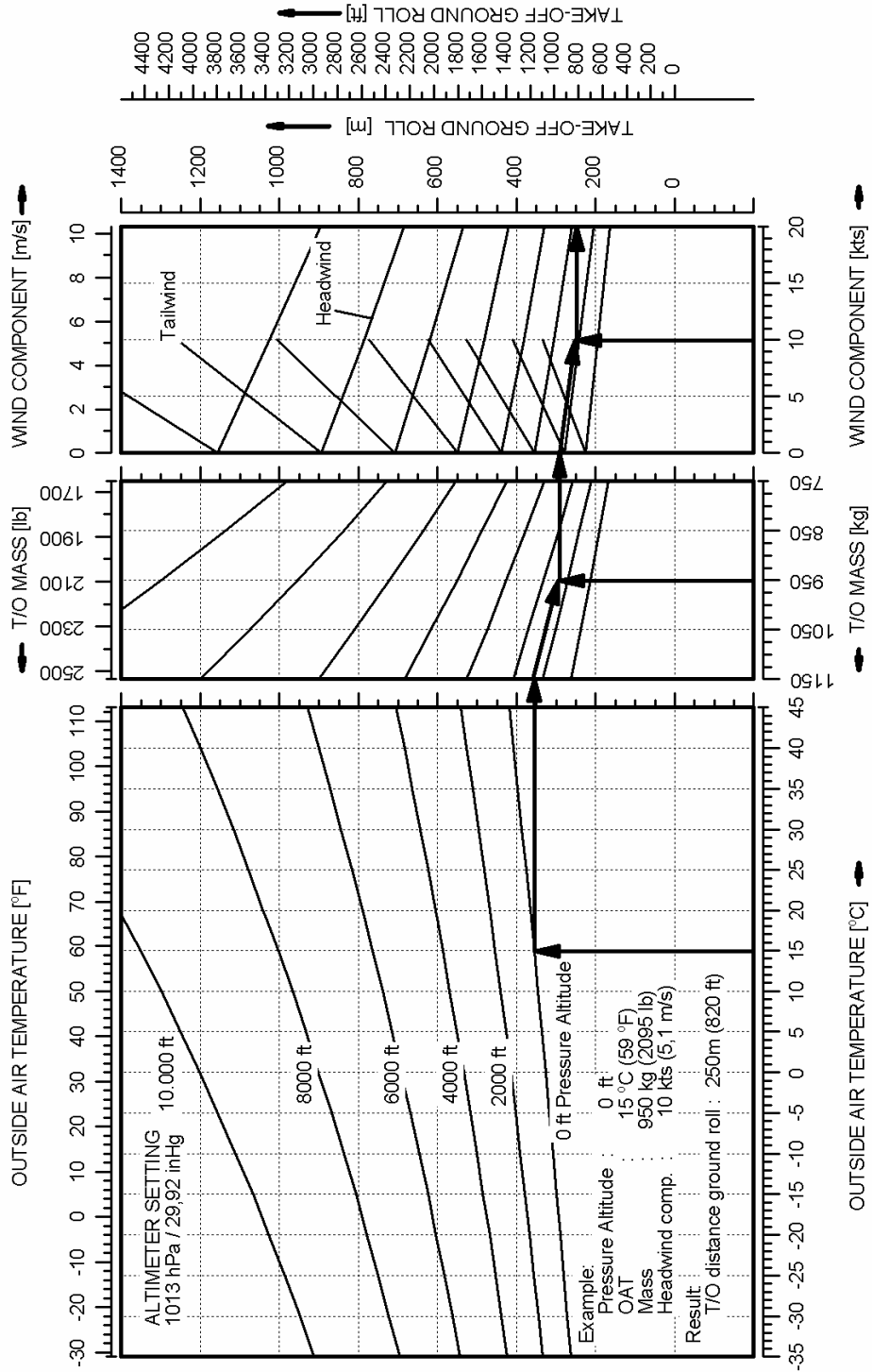
For take-off from dry, short-cut grass covered runways, the following corrections must be taken into account, compared to paved runways (typical values, see CAUTION above):

- grass up to 5 cm (2 in) long: 10% increase in take-off roll.
- grass 5 to 10 cm (2 to 4 in) long: 15% increase in take-off roll.
- grass longer than 10 cm (4 in): at least 25% increase in take-off roll.

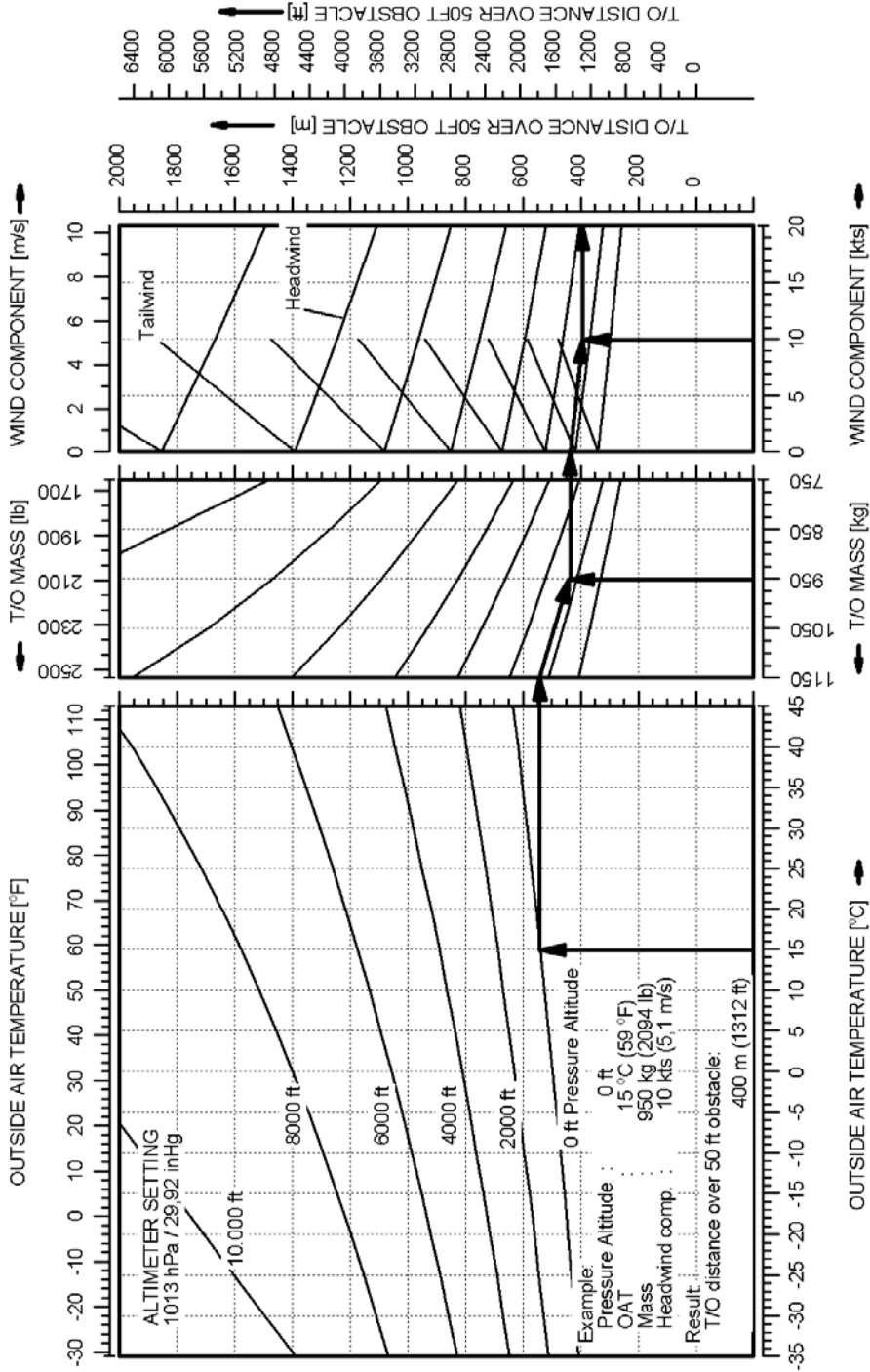
NOTE

An uphill slope of 2 % (2 m per 100 m, or 2 ft per 100 ft) results in an increase in the take-off distance of approximately 10 %. The effect on the take-off roll can be greater.

TAKE-OFF DISTANCE GROUND ROLL



TAKE-OFF DISTANCE OVER 50 ft OBSTACLE

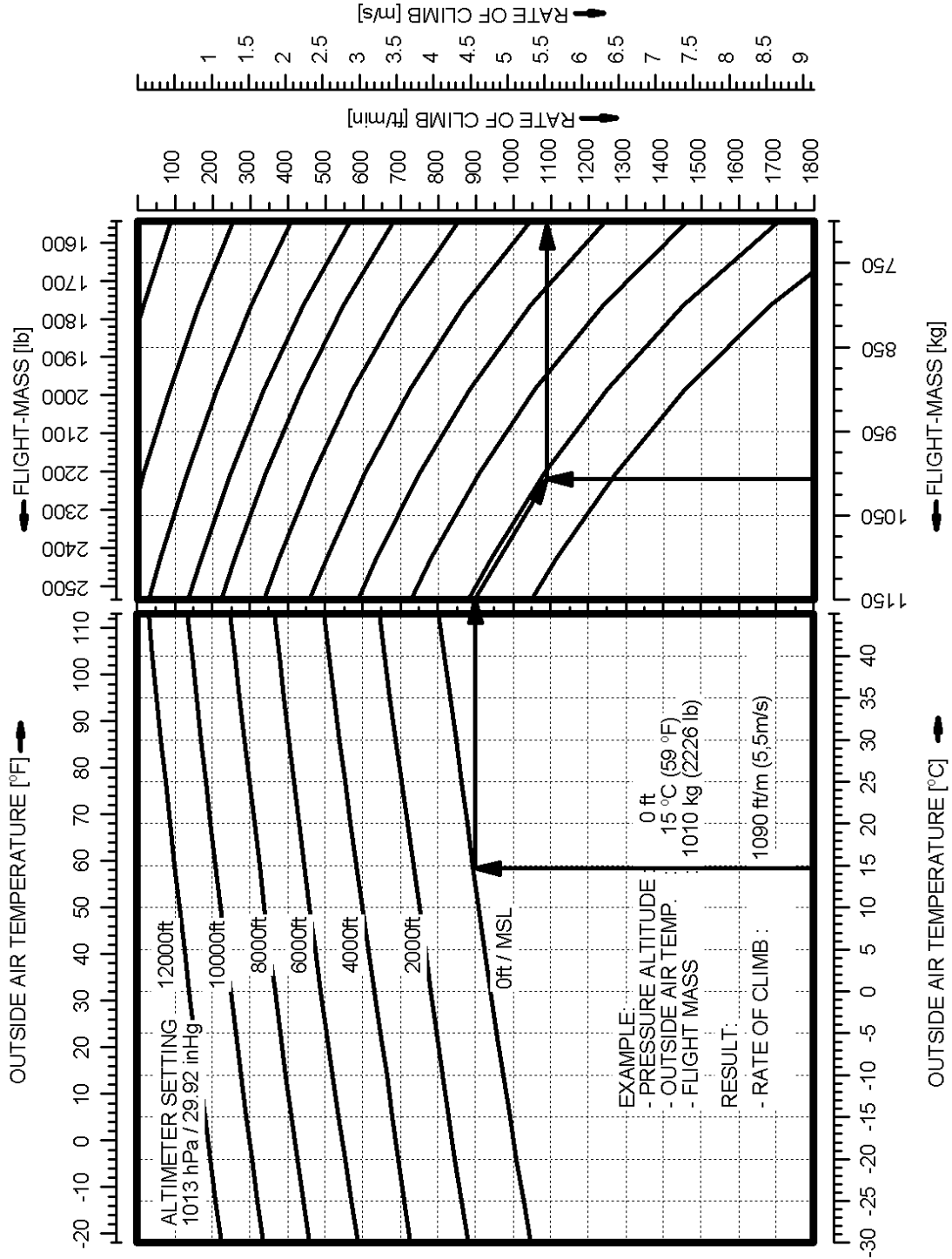


5.3.6 CLIMB PERFORMANCE - TAKE-OFF CLIMB

Conditions:

- Throttle..... FULL
- Mixture RICH (below 5000 ft)
- Carburetor Heat OFF
- Flaps T/O
- Airspeed..... 66 KIAS (1150 kg, 2535 lb)
60 KIAS (1000 kg, 2205 lb)
54 KIAS (850 kg, 1874 lb)

CLIMB PERFORMANCE - TAKE-OFF CLIMB



5.3.7 CLIMB PERFORMANCE - CRUISE CLIMB

Conditions:

- Throttle..... FULL
- Mixture RICH (below 5000 ft)
- Carburetor Heat OFF
- Flaps UP
- Airspeed..... 73 KIAS (1150 kg, 2535 lb)
68 KIAS (1000 kg, 2205 lb)
60 KIAS (850 kg, 1874 lb)

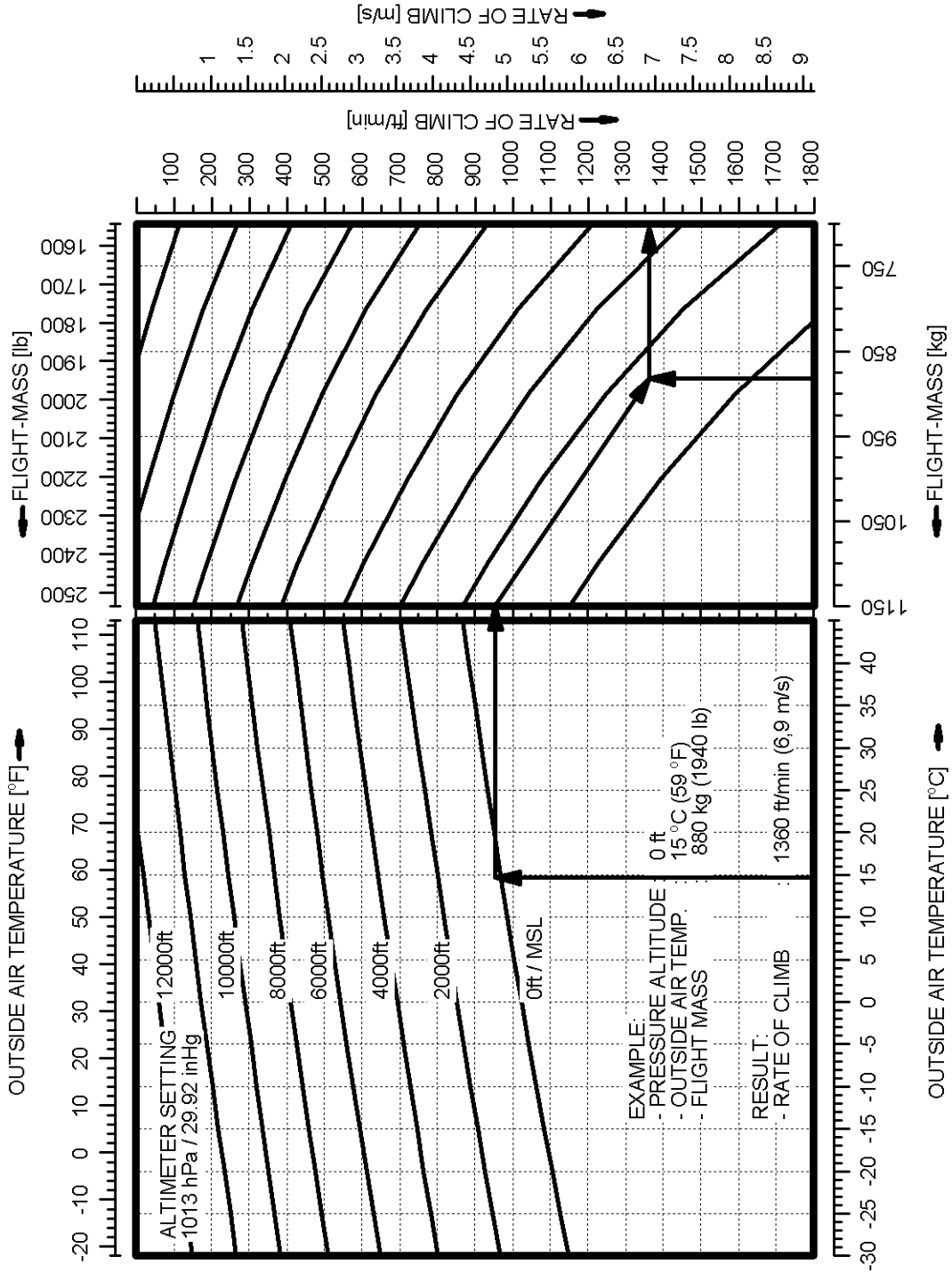
NOTE

The graph on the following page shows the **rate** of climb. The **gradient** of climb cannot easily be determined with a graph, but it can be calculated using the following formulae:

$$\text{Gradient [\%]} = \frac{\text{ROC [fpm]}}{\text{TAS [KTAS]}} \cdot 0.95$$

$$\text{Gradient [\%]} = \frac{\text{ROC [m/s]}}{\text{TAS [KTAS]}} \cdot 190$$

CLIMB PERFORMANCE - CRUISE CLIMB



5.3.8 ENGINE POWER SETTING, TRUE AIRSPEED, FUEL CONSUMPTION

The table on the following page can be used to adjust best power settings and determine the resulting level-flight speeds and fuel consumption. The following steps should be followed when reading the table:

- Determine the OAT at the desired flight altitude and identify the appropriate column in the table. Refer to Section 5.3.2. for the definition of the standard atmosphere.
- Determine the pressure altitude and identify the appropriate rows in the table.
- Use appropriate RPM values from the table to arrive at desired engine power setting, airspeed and fuel consumption.

Example:

OAT:	ISA + 7.5 °C (ISA + 13,5 °F)
Pressure Altitude:	4000 ft
Power Setting:	75 %

Result:

RPM:	2550 min ⁻¹
Airspeed:	129 KTAS
Fuel Flow:	12.1 US gal/h

CRUISE PERFORMANCE

Pressure Altitude [ft]	Power Settings [%]	OAT: ISA - 15° (ISA - 27°F)		OAT according to ISA		OAT: ISA + 15° (ISA + 27°F)	
		RPM [min ⁻¹]	Airspeed [KTAS]	RPM [min ⁻¹]	Airspeed [KTAS]	RPM [min ⁻¹]	Airspeed [KTAS]
MSL	FOT*	2700	137	2700	139	2700	140
	85%	2440	120	2510	125	2570	130
	75%	2300	110	2370	115	2430	120
	65%	2150	99	2220	104	2280	109
2000	FOT*	2700	139	2700	140	2700	140
	85%	2510	125	2580	131	2650	136
	75%	2380	115	2440	121	2510	126
	65%	2230	104	2290	110	2360	115
4000	FOT*	2700	140	2700	140	2700	140
	85%	2590	131	2660	137	2700	140
	75%	2450	121	2520	127	2580	131
	65%	2300	110	2370	116	2440	121
6000	FOT*	2700	140	2700	140	2700	139
	85%	2660	137	2700	140	-	-
	75%	2530	127	2590	132	2660	136
	65%	2380	116	2460	122	2510	125
8000	FOT*	2700	140	2700	139	2690	138
	85%	2700	140	-	-	-	-
	75%	2600	132	2670	137	2690	138
	65%	2460	122	2520	126	2570	129
10000	FOT*	2690	139	2690	138	2690	137
	85%	-	-	-	-	-	-
	75%	2670	137	2690	138	-	-
	65%	2520	126	2590	130	2610	131

* Full Open Throttle unless limited by max. RPM (Best Power setting)

Pressure Altitude	Power Settings	OAT: ISA - 15° (ISA - 27°F)		OAT according to ISA		OAT: ISA + 15° (ISA + 27°F)	
		FF Best Pow. [US gal/h]	FF Best Econ [US gal/h]	FF Best Pow. [US gal/h]	FF Best Econ. [US gal/h]	FF Best Pow. [US gal/h]	FF Best Econ. [US gal/h]
MSL	FOT*	14.2	12.9	14.5	13.2	14.5	13.2
	85%	12.6	11.6	12.8	11.7	13.1	11.8
	75%	11.7	10.3	11.8	10.4	11.9	10.5
	65%	10.6	9.0	10.7	9.1	10.7	9.2
2000	FOT*	14.5	13.2	14.5	13.2	14.2	12.8
	85%	12.8	11.7	13.1	11.8	13.2	11.9
	75%	11.8	10.4	11.9	10.4	12.0	10.6
	65%	10.7	9.1	10.7	9.2	10.7	9.3
4000	FOT*	14.5	13.2	14.2	12.7	13.7	12.2
	85%	13.1	11.8	13.3	12.0	13.5	12.1
	75%	11.9	10.5	12.0	10.6	12.1	10.7
	65%	10.7	9.2	10.7	9.3	10.7	9.4
6000	FOT*	14.2	12.7	13.5	12.2	13.0	11.6
	85%	13.3	12.0	13.5	12.1	-	-
	75%	12.0	10.6	12.1	10.7	12.2	10.8
	65%	10.7	9.3	10.7	9.4	10.7	9.5
8000	FOT*	13.5	12.2	12.9	11.5	12.2	10.7
	85%	13.5	12.1	-	-	-	-
	75%	12.2	10.7	12.3	10.8	12.3	-
	65%	10.7	9.5	10.7	9.6	10.8	9.7
10000	FOT*	12.9	11.5	12.1	10.7	11.1	9.8
	85%	-	-	-	-	-	-
	75%	12.3	10.8	12.4	-	-	-
	65%	10.7	9.6	10.8	9.7	10.8	9.7

* Full Open Throttle unless limited by max. RPM (Best Power setting)

NOTE

As a result of propeller blade angle tolerances, level-flight airspeeds can vary from the book data up to 10%.

NOTE

The fuel flow data corresponds to the Best Power mixture setting. Best Economy mixture setting decreases fuel consumption by approximately 10%.

NOTE

The leaning procedure can be reviewed in Section 4A.4.10, 'Mixture Adjustment'.

NOTE

In case of operation with wheel fairings the cruising speed increases by approximately 3 %.

NOTE

An auxiliary fuel below 3 US gal cannot be indicated by the system. If a fuel indicator shows 17 US gal and the auxiliary fuel indicator 0 US gal for the same fuel tank, for in-flight consumption / flight planning a fuel quantity available of 17 US gal must be assumed.

5.3.9 LANDING DISTANCE - FLAPS LDG

Conditions:

- Throttle..... IDLE
- Mixture RICH (below 5000 ft)
- Carburetor Heat OFF
- Flaps LDG
- Approach speed..... 71 KIAS (1150 kg, 2535 lb)
63 KIAS (1000 kg, 2205 lb)
58 KIAS (850 kg, 1874 lb)
- Runway level, asphalt surface

values for ISA and MSL, at 1150 kg (2535 lb)	
Landing distance over a 50 ft (15 m) obstacle	approx. 817 m (2680 ft)
Ground roll	approx. 466 m (1529 ft)

WARNING

For a safe landing the available runway length must be at least equal to the landing distance over a 50 ft (15 m) obstacle.

WARNING

Poor maintenance condition of the airplane, deviation from the given procedures as well as unfavorable outside conditions (high temperature, rain, unfavorable wind conditions, including cross-wind) will increase the landing distance.

CAUTION

The figures in the following NOTE are typical values. On wet ground or wet soft grass covered runways the landing distance may become significantly longer than stated below. In any case the pilot must allow for the condition of the runway to ensure a safe landing.

NOTE

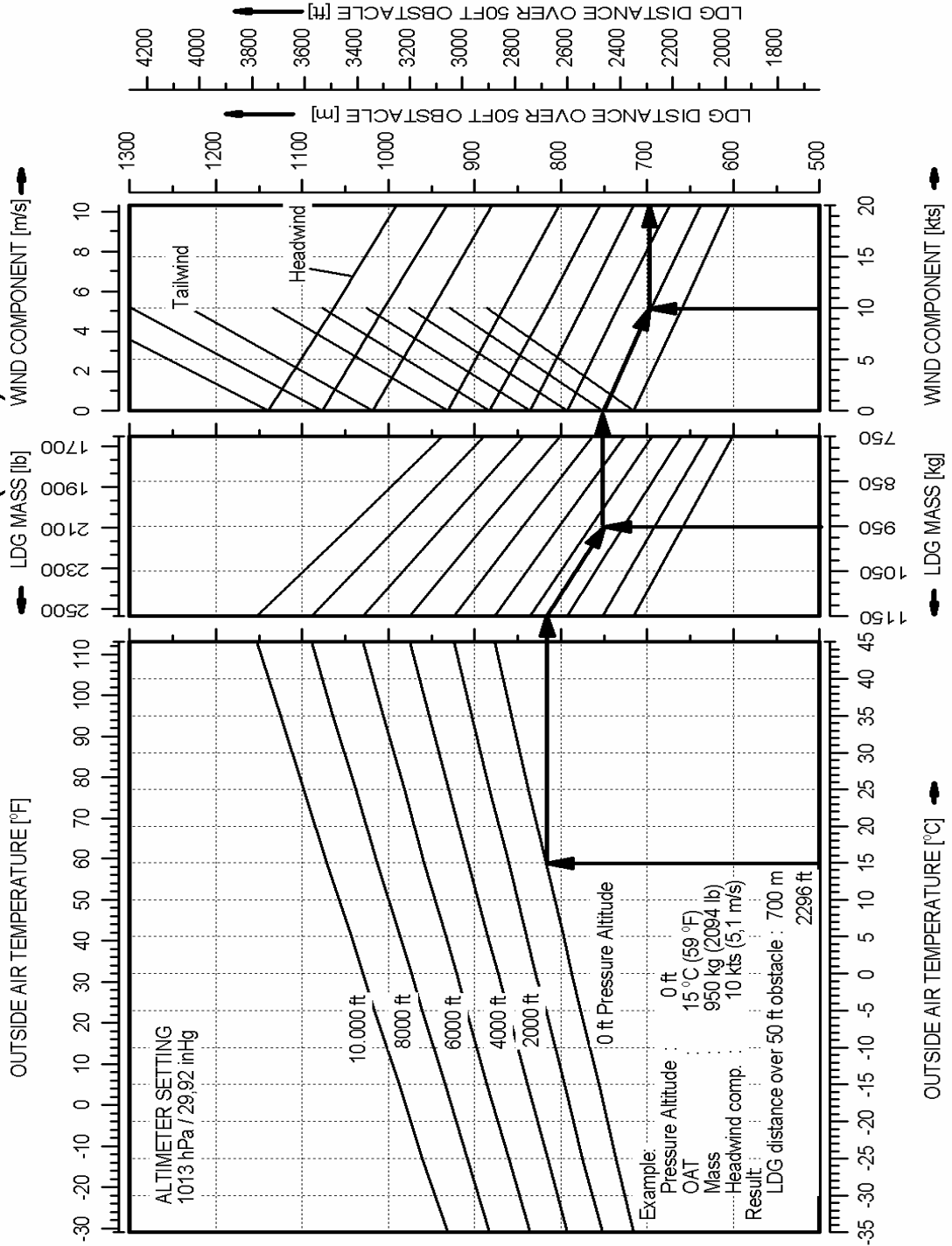
For landings on dry, short-cut grass covered runways, the following corrections must be taken into account, compared to paved runways (typical values, see CAUTION above):

- grass up to 5 cm (2 in) long: 5% increase in landing roll.
- grass 5 to 10 cm (2 to 4 in) long: 15% increase in landing roll.
- grass longer than 10 cm (4 in): at least 25% increase in landing roll.

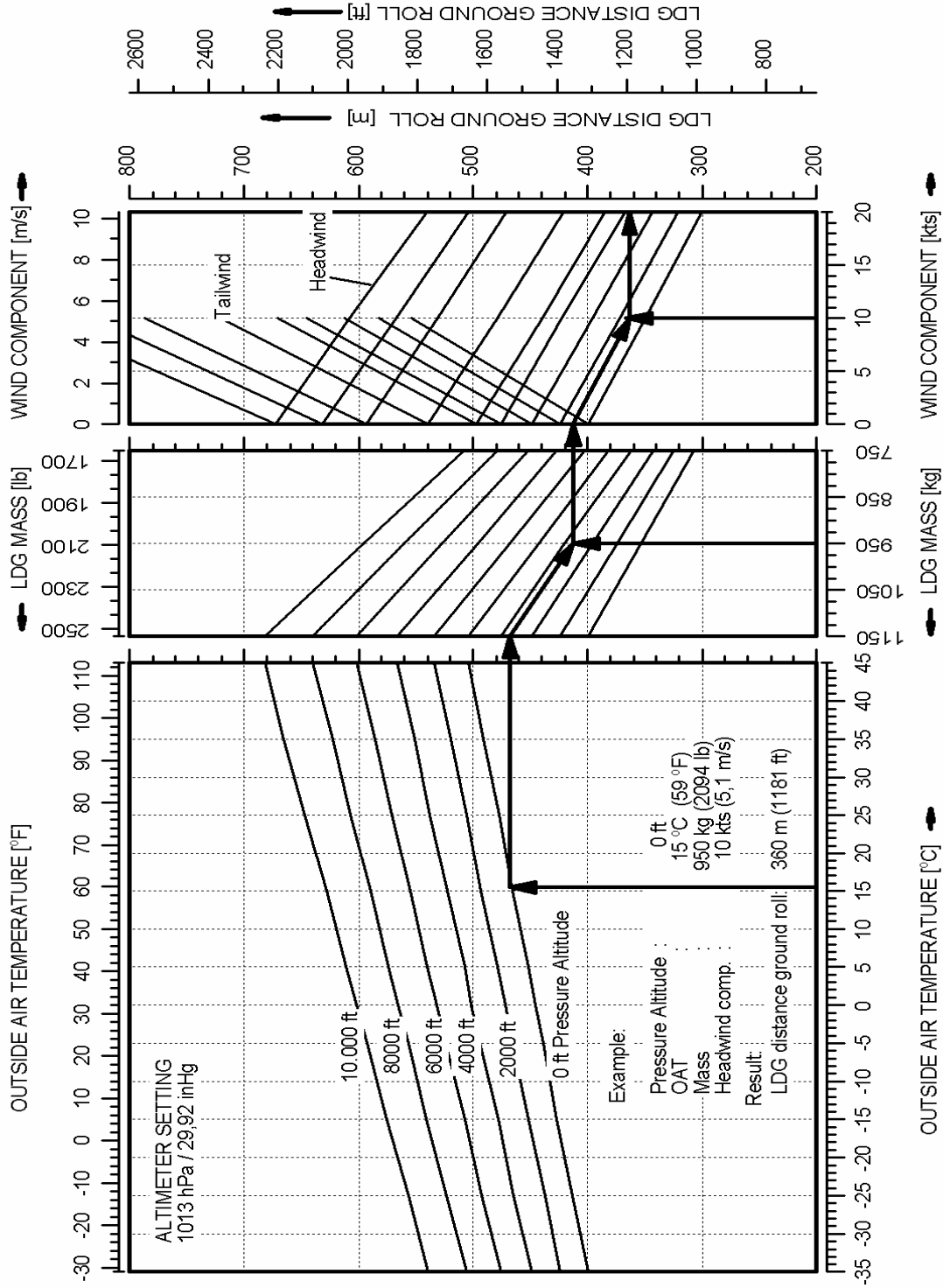
NOTE

A downhill slope of 2% (2 m per 100 m, or 2 ft per 100 ft) results in an increase in the landing distance of approximately 10%. The effect on the landing roll can be greater.

LANDING DISTANCE OVER 15 m (50 ft) OBSTACLE



LANDING DISTANCE GROUND ROLL



5.3.10 GRADIENT OF CLIMB ON GO-AROUND

The DA 40 F **achieves** a constant gradient of climb of 8.2 % in the following conditions:

- Massmax. flight mass (1150 kg, 2535 lb)
- ThrottleFULL
- MixtureRICH
- Carburetor HeatOFF
- FlapsLDG
- Airspeed70 KIAS
- ISA, MSL

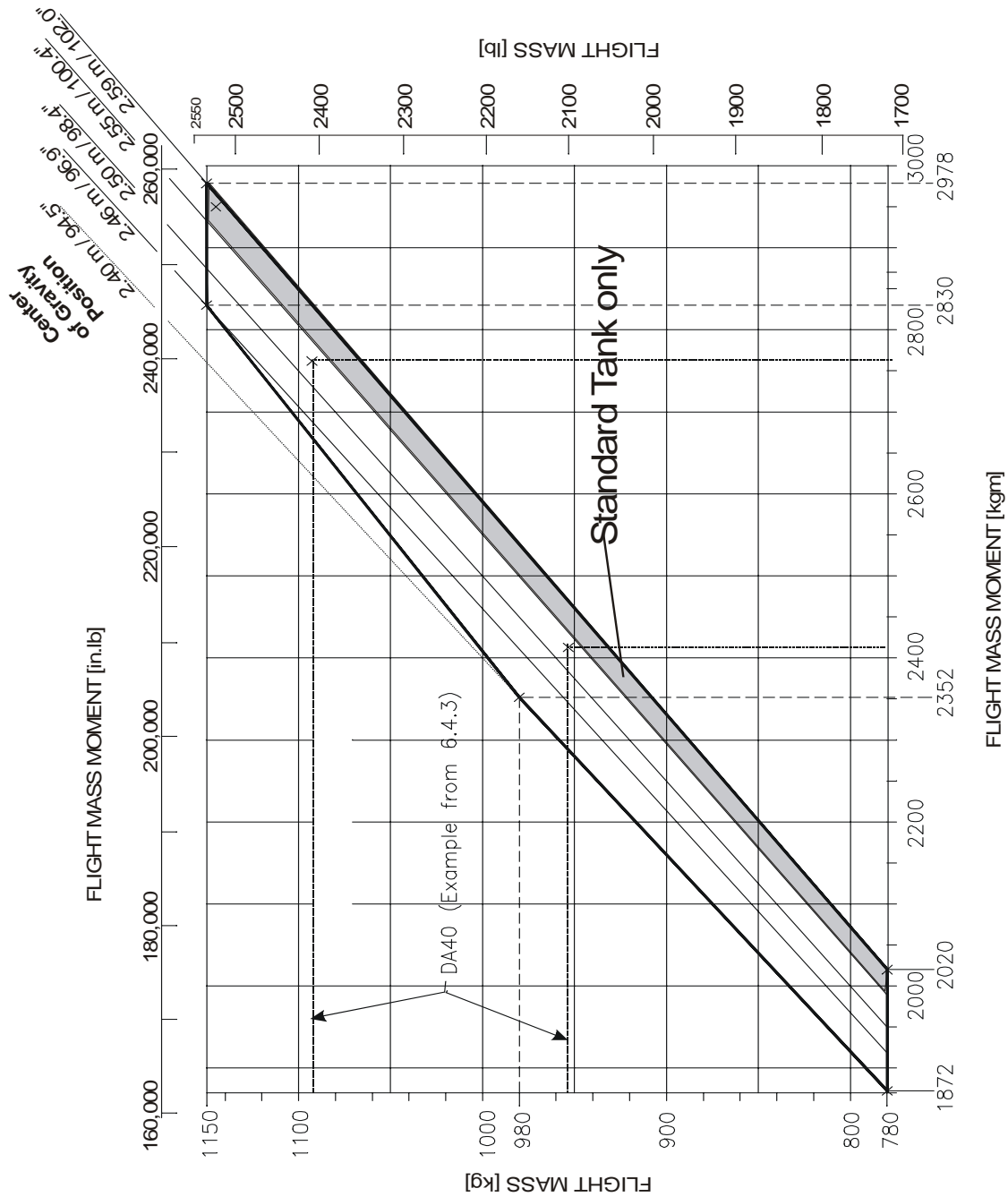
5.3.11 APPROVED NOISE DATA

ICAO Annex 16, Volume 1, Part II, Chapter X ... 74.8 dB(A)

FAR 36 Appendix G74.91 dB(A)

No determination has been made by the Federal Aviation Administration that the noise levels of this airplane are or should be acceptable or unacceptable for operation at, into, or out of, any airport.

6.4.5 PERMISSIBLE MOMENT RANGE



6.5 EQUIPMENT LIST AND EQUIPMENT INVENTORY

All equipment that is approved for installation in the DA 40 F is shown in the *Equipment List* below.

The items of equipment installed in your particular airplane are indicated in the appropriate column. The set of items marked as 'installed' constitutes the *Equipment Inventory*.

NOTE

This equipment cannot be installed in any arbitrary combination. Contact Diamond Aircraft before changing the combination and / or the location of equipment.

Airplane Serial No.:		Registration:		Date:	
Description	Type	Part No.	Manufacturer	S/N	in-stalled
AVIONICS COOLING					
Avionics Cooling fan	ACF 328	ACF 328	Sandia Aerospace		
COMMUNICATION					
COMM 1 antenna	DMC63-1/A		DM		
COMM 2 antenna	DMC63-2		DM		
COMM #1	GNS 430	011-00280-00	Garmin		
COMM #1	GNS 430	011-00280-10	Garmin		
COMM #2	GNS 430	011-00280-00	Garmin		
COMM #2	GNS 430	011-00280-10	Garmin		
Audio Panel / Marker / ICS	GMA 340	010-00152-00	Garmin		
ICS	PM1000 II	11922	PS Engineering		
Headset, pilot	Echelon 100		Telex		
Headset, co-pilot	Echelon 100		Telex		
Headset, LH pax	Echelon 100		Telex		
Headset, RH pax	Echelon 100		Telex		
Speaker	FRS8 /4 Ohms		Visaton		
Handmic	100TRA	62800-001	Telex		

Airplane Serial No.:		Registration:		Date:	
Description	Type	Part No.	Manufacturer	S/N	in- stalled
ELECTRICAL POWER					
Battery	CB24-11M (G243)		Concorde (Gill)		
Ammeter current sensor	VM1000	3010022	Vision Microsyst.		
Voltage regulator		VR2000-28-1	Electrosyst., Inc.		
External power connector			DAI		
Alternator	ALU-8521LS	ALU-8521LS	Electrosyst., Inc.		
EQUIPMENT					
Safety belts, pilot		5-01-1C0701	Schroth		
Safety belts, co-pilot		5-01-1C5701	Schroth		
Safety belts, RH pax		5-01-1B0701	Schroth		
Safety belts, LH pax		5-01-1B5701	Schroth		
ELT unit		E-01	ACK		
ELT remote switch		E0105	ACK		
ELT antenna		E0109	ACK		
MLG SPK LH		DA4-3219-01-00	DAI		
MLG SPK RH		DA4-3219-02-00	DAI		
NLG SPK		DA4-3229-00-00	DAI		
FLIGHT CONTROLS					
Stall horn		DAI-9031-00-00	DAI		
Flaps control unit (inst. panel)	430550		DAI		
Flaps actuator assy	430555		DAI		
SAFETY EQUIPMENT					
Fire extinguisher, portable		HAL1	AIR Total		
First aid kit					

Airplane Serial No.:		Registration:		Date:	
Description	Type	Part No.	Manufacturer	S/N	in-stalled
FUEL					
Fuel qty indicator	VM1000	4010028	Vision Microsyst.		
Fuel qty sensor LH	VM1000	3010011	Vision Microsyst.		
Fuel qty sensor RH	VM1000	3010011	Vision Microsyst.		
Fuel qty sensor LH (auxiliary fuel)	VM1000	3010050	Vision Microsyst.		
Fuel qty sensor RH (auxiliary fuel)	VM1000	3010050	Vision Microsyst.		
HYDRAULIC					
Brake master cylinder		10-54A	Cleveland		
Brake parking valve		60-5B	Cleveland		
Brake assembly		30-239A	Cleveland		
INDICATING / REC. SYSTEMS					
Digital chronometer	Model 803		Davtron		
Flight timer		85000-12	Hobbs		
Flight timer		85094-12	Hobbs		
Annunciator panel	WW-IDC 001		White Wire		
CO detector	Model 452-201		CO Guardian LLC		
LIGHTS					
Map/Reading light assy crew		W1461.0.010	Rivoret		
Cabin light		W1461.0.010	Rivoret		
Instr./Radio lights dimmer		WW-LCM-002	White Wire		
Glareshield lamp assy		DA4-3311-10-01	DAI		
Glareshield light inverter		APVL328-8-3-L-18QF	Quantaflex		
Strobe/Pos. light assy LH	A600-PR-D-28	01-0790006-05	Whelen		
Strobe/Pos. light assy RH	A600-PG-D-28	01-0790006-07	Whelen		
Strobe light power supply LH/RH	A490ATS-CF-14/28	01-0770062-05	Whelen		

Airplane Serial No.:		Registration:		Date:	
Description	Type	Part No.	Manufacturer	S/N	in-stalled
Taxi light	70346	01-0770346-05	Whelen		
Landing light	70346	01-0770346-03	Whelen		
Electroluminescent lamps	Quantaflex 1600		Quantaflex		
NAVIGATION					
Pitot/Static probe, heated		DAI-9034-57-00	DAI		
P/S probe HTR fail sensor		DA4-3031-01-00	DAI		
Altimeter inHg /mbar, primary		5934PD-3	United In.		
Altimeter inHg /mbar, primary	LUN 1128	1128-14B6	Mikrotechna		
Altimeter inHg /mbar, secondary		5934PD-3	United In.		
Altimeter inHg /mbar, secondary	LUN 1128	1128-14B6	Mikrotechna		
Vertical speed indicator		7000	United In.		
Vertical speed indicator	LUN 1144	1144-A4B4	Mikrotechna		
Airspeed indicator		8025	United In.		
Airspeed indicator	LUN 1116	1116-B4B3	Mikrotechna		
Magnetic compass		C2400L4P	Airpath		
Dir. gyro, free	AIM2051BLD	505-0031-931	BF-Goodrich		
Attitude indicator	AIM1100-28L(0F)	504-0111-936	BF-Goodrich		
Attitude indicator	AIM1100-28LK(0F)	504-0111-938	BF-Goodrich		
Attitude indicator	AIM1100-28LK(2F)	504-0111-941	BF-Goodrich		
Turn coordinator w/o AP pickup	1394T100-(3Z)		Mid Continent Instr.		
Transponder	GTX 327	011-00490-00	Garmin		
XPDR antenna	KA60	071-01174-0000	Bendix/King		
XPDR antenna	KA60	071-01591-0001	Bendix/King		
Altitude Data System	SAE5-35	305154-00	Sandia Aerospace		
NAV antenna coupler	CI505		Comant		
VOR/LOC/GS antenna		CI157P	Comant		
NAV/COM/GPS#1	GNS 430	011-00280-00	Garmin		
NAV/COM/GPS#1	GNS 430	011-00280-10	Garmin		
Dual Nav/dual GS antenna	CI1125		Comant		
CDI, VOR/LOC/GS#1	GI 106A	013-00049-01	Garmin		
CDI, VOR/LOC/GS#2	GI 106A	013-00049-01	Garmin		
GPS antenna #1	GA 56	011-00134-00	Garmin		
GPS antenna #2	GA 56	011-00134-00	Garmin		

Airplane Serial No.:		Registration:		Date:	
Description	Type	Part No.	Manufacturer	S/N	in-stalled
ENGINE	O-360-A4M		Textron Lycoming		
ENGINE FUEL CONTROL					
Fuel flow transmitter	VM1000	3010073	Vision Microsyst.		
Fuel pressure transmitter	VM1000	3010016	Vision Microsyst.		
ENGINE IGNITION SYSTEM					
SlickSTART booster	SS1001		Unison		
Magneto RH/LH	4370/4347		Slick		
Magneto RH/LH	4770/4771		Slick		
ENGINE INDICATING					
RPM sensor	VM1000	3010005	Vision Microsyst.		
Manifold pressure sensor	VM1000	3010015	Vision Microsyst.		
Cyl. head temp. probes (4 each)	VM1000	1020061	Vision Microsyst.		
EGT probes	VM1000	1020060	Vision Microsyst.		
Data processing unit ¹	DPU	4010081	Vision Microsyst.		
Intergr. engine data display	VM1000	4010050	Vision Microsyst.		
I/O board assy.		3020018	Vision Microsyst.		
ENGINE OIL					
Oil temperature sensor	VM1000	3010018	Vision Microsyst.		
Oil pressure transducer	VM1000	3010041	Vision Microsyst.		
ENGINE STARTING					
Starter	149-24LS		SKYTEC		
PROPELLER	76EM8S10-0-63		Sensenich		

Airplane Serial No.:		Registration:		Date:	
Description	Type	Part No.	Manufacturer	S/N	in- stalled
AIRPLANE FLIGHT MANUAL		Doc. No 6.01.02-E	DAI		

1. DPU with P/N4010081 or DPU with P/N3034241 and Software revision V2.002, for the Standard Tank.

Place: _____

Date: _____

Signature: _____

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9.2 LIST OF SUPPLEMENTS

Airplane S/N:		Registration:		Date:	
Sup. No.	Title	Rev. No.	Date	applicable	
				YES	NO
A2	Intercomm System, Model PM 1000 II PS Engineering, Inc.	2	15-Mar-2005	9	9
A11	Compass System, KCS 55A Bendix/King	4	15-Mar-2005	9	9
A12	Transponder, KT 76C Bendix/King	2	15-Mar-2005	9	9
A13	Autopilot, KAP 140 Bendix/King	2	15-Mar-2005	9	9
A14	GPS, KLN 94 (IFR Operation) Bendix/King	3	15-Mar-2005	9	9
A15	GPS Annunciation Control Unit, MD 41 Mid-Continent	2	15-Mar-2005	9	9
A17	COMM/NAV/GPS, GNS 430 Garmin	3	22-Jun-2005	9	9
A18	Audio Panel, GMA 340 Garmin	2	22-Jun-2005	9	9

Airplane S/N:		Registration:		Date:	
Sup. No.	Title	Rev. No.	Date	applicable	
				YES	NO
A19	Transponder, GTX 327 Garmin	1	15-Mar-2005	9	9
A20	Course Deviation Indicator GI 106A Garmin	1	15-Mar-2005	9	9
A25	Audio Panel GMA 340 VFR	2	15-Mar-2005	9	9
A26	COM/NAV/GPS GNS 430 VFR	1	15-Mar-2005	9	9
E2	Attitude Indicator, AIM 1100-28L(0F) BF Goodrich	2	15-Mar-2005	9	9
E3	Attitude Indicator, AIM 1100-28LK(0F) DIA BF Goodrich	2	15-Mar-2005	9	9
E4	Digital Chronometer, Model 803 Davtron	1	15-Mar-2005	9	9

Airplane S/N:

Registration:

Date:

Sup. No.	Title	Rev. No.	Date	applicable	
				YES	NO
S1	Emergency Locator Transmitter Model E-01 ACK	2	15-Mar-2005	9	9

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