DA42-VI THE DEFINITION OF PERFECTION
DA42-VI: OUR HIGH-PERFORMANCE SINGLE IS A TWIN

The DA42-VI is easy to fly and burns fuel like a single, but with the added safety of a second engine. Impressive cross-country performance pleases private pilots and business owners alike, while the low operating costs make it an ideal advanced trainer. No wonder it’s the best-selling piston twin, by far.

AT A GLANCE:
- 4 seats, convenient access
- Panoramic canopy
- Luxurious leather interior
- G1000 NXi with 3-axis GFC700 and Yaw Damper
- Twin 168 hp Jet fuel AE300 Engines
- Superb Single Engine Performance
- High Fuel Efficiency
- TKS Ice Protection (FIKI)

THE DEFINITION OF PERFECTION

“The DA42-VI is wonderful. She does everything you promised. Climbs like a rocket through the ice layer, 1350 fpm and still 1100-1200 at altitude. Radar is great. Use it a lot. Data link is great. Weather and sending emails and SMS at altitude. I don’t think there is any other piston twin that comes close price/performance-wise. For those of us who don’t want to spend what it takes to fly a turboprop, the DA42-VI is the perfect airplane. What a dream machine!”

Brian Meese, DA42-VI owner, Sweden

Useful Load
- 290 kg or 640 lbs

Max. Altitude
- 5,486 m or 18,000 ft

Max. Speed
- 365 km/h or 197 kts

Consumption at 60%
- 39.4 lt/h or 10.4 gal/h

Useful Load
- 589 kg or 1,299 lbs
ADVANCED TWIN TECHNOLOGY

The performance, stability, handling characteristics and ease of operation of the DA42 make it an easy transition from single to twin. Superb performance with a single engine service ceiling of 18,000’ offers a margin of safety that single engine aircraft simply do not have. Especially when flying in inclement weather, over inhospitable terrain, over water and at night, nothing beats the safety of continued flight in case of engine failure. That is why Diamond’s high performance piston is a twin.

GO WHERE SINGLES FEAR TO TREAD

Imagine this: It’s getting dark. You’re in the mountains, crossing big water or densely populated terrain. You’re picking up ice and your intended destination just closed. At times like this, the security of the second engine, incredible endurance and single engine performance, a FAR certified ice protection system, superior situational awareness courtesy of the supreme Garmin G1000 NXi glass flightdeck, and an autopilot with razor sharp precision and standard Electronic Stability & Protection (Garmin ESP™), are – quite simply – life insurance.

“[...] general aviation has another gem in the form of the DA42-VI.”
Australian Flying Magazine
When it comes to safety, positive results are what really matter most. Diamond has earned a safety record, backed by real world data, that is second to none.

A proven TKS ice protection system helps the DA42-VI to withstand flight into known icing conditions. Wings, tail, propellers and windshield are protected with TKS fluid, systems are redundant and rigorous flight tests have demonstrated the ability of the DA42-VI to withstand icing long enough to get you back to safety.

ADVANCED AVIONICS AND ALL WEATHER CAPABILITY (IFR).

The fully integrated Garmin G1000 NXi flight deck with standard 3-axis GFC700 Automated Flight Control System, yaw damper and Electronic Stability and Protection (ESP™), is complemented by a long list of avionics options to perfectly suit your needs. Integrated weather radar, normally available only on much more expensive aircraft, is available as an optional feature. A long list of avionics options to perfectly suit your needs. Integrated weather radar, normally available only on much more expensive aircraft, is available as an optional feature.

Your DA42-VI is also certified for IFR (Instrumental Flight Rules), VFR (Visual Flight Rules) and Night VFR.
AIRFRAME
The DA42 offers exceptional visibility thanks to its panoramic wrap-around canopy and generous rear windows. Comfortable access for all on-board is assured through the forward swinging canopy and large rear door that provides access to the folding rear seats and fuselage baggage area. Additional baggage is stowed in two generous nose compartments that are ideal for golf bags and offer maximum flexibility in loading for any mission. Comfort is assured by adjustable front seatbacks and lumbar support. Luxury features abound throughout, including premium leather interiors in several styles and colors, all LED interior lighting, optional electric air conditioning and more.

The sleek all carbon composite airframe incorporates advanced aerodynamics with the latest in passive safety technology for high performance, great efficiency and superior occupant protection. The composite airframe is durable, easily maintained and will keep looking great for many years to come.

ENGINE
The turbocharged Austro AE300 jet fuel piston engines perfectly match the DA42’s aerodynamically efficient airframe, burning less than 17 gph (64.3 lt/hr), combined, at a high speed cruise of 197 kts (365 km/h), and less than 10.4 gph (39.4 lt/hr) overall in a typical flight training environment.

For further information about the AE300 engine visit: www.austroengine.at
DESIGNED FOR PILOT’S SATISFACTION
1. PROPELLER
The propeller for the DA42-VI has been developed and designed in close cooperation with the company mt-propeller. Slightly bigger, increased diameter and a more curvy shape led to a performance improvement of 3 knots.

2. COWLING/NACELLE
The embodiment of modern design and technical excellence: sleek style and noble workmanship in every detail. We have achieved a systematic appraisal and further developments of the existing modular systems, which makes our aircraft faster, more aerodynamic and more advanced. Redesign of the air intakes for charge air, engine cooling, fuel cooling, gear box cooling and cabin heat. The streamlined shape of the new cowling as well as the repositioning of the fuel cooler resulted in more thrust and less aerodynamic drag which made the DA42-VI about 8 knots faster.

3. TKS PANELS
Sophisticated installation process for the TKS-panel has considerably increased the performance and aerodynamic qualities which resulted in less drag and improved lift.

4. LUGGAGE COMPARTMENT
The improvements incorporate aesthetic, functional and aerodynamic advantages. With an advanced new hinge concept gaps could be reduced to a minimum clearance and increased the opening angle. Additionally the doors are sealed with a better seal design and provide better protection for your luggage.

FLUSH HEAD SCREWS
In spite of their flat and elegant impression the flush head screws provide high durability and a higher speed for our customers. Your benefits: high efficiency and a sovereign elegance.

5. WING FAIRINGS
Right from the development stage, the engineers at Diamond Aircraft laid the foundations for a new generation of wing fairings. Attached under the wing they are covering exposed flap hinges and control rods contributing to the efficiency of the DA42-VI.

6. NEW RUDDER
With the redesign of the rudder we succeeded not only in aerodynamic benefits by reducing drag but also in decreasing the minimum control speed which has been reduced by over 5 kts. This means better directional controllability with the critical engine inoperative at a lower speed, and an appreciable reduced take-off distance.

INTERIOR
Product enhancement does not stop with interior design. By using lightweight materials, such as ultra light floor coverings, a significant additional weight reduction, increased speed and enhanced performance of the aircraft, could be achieved.

DA42-VI improvements compared to its predecessor DA42 NG.
With nearly 1,000 Diamond DA42’s in worldwide service today, many in high-utilization commercial operations, the DA42 fleet is proving its durability and safety, day in and day out, every day.
The above data are approximately specifications and may change without notice.
Range calculation does not consider additional fuel consumption for taxi, takeoff, climb, descend or reserve.
**POWER PLANT**

- **Engine**: 2x Austrian Engine AE 300 turbocharged common-rail injected 2.0 liter diesel engine with 168 HP and EECU single lever control system
- **Propeller**: 2x MT propeller MT/4R-C/C 150-63-3-blade constant speed propeller
- **Fuel grades**: Jet A-1, Jet A, TS-1 (Russia, Ukraine), RT (Russia, Ukraine), No. 3 Jet Fuel (China), JP-8

**DIMENSIONS / MASS / LOADING**

- **Length**: 8.56 m / 28 ft 1 in
- **Height**: 2.49 m / 8 ft 2 in
- **Wingspan**: 13.55 m / 44 ft 4 in
- **Seats**: 4
- **Empty weight**: 1,410 kg / 3,109 lbs
- **Useful load**: 589 kg / 1,299 lbs
- **Max. take-off mass**: 1,999 kg / 4,407 lbs
- **Fuel capacity total**: 289 lt / 231 kg
- **Main tank**: 189 lt / 151 kg
- **Auxiliary tank**: 100 lt / 80 kg

**PERFORMANCE (MAX. MASS)**

- **Max. speed (16,000 ft, MCP)**: 365 km/h / 197 kts
- **Cruise speed at 75% (16,000 ft)**: 326 km/h / 176 kts
- **Stall speed, landing configuration**: 113 km/h / 61 kts
- **Rate of climb (ISA SL, 1,760 kg TOW)**: 7.8 m/s / 1,550 ft/min
- **Single Engine Service Ceiling**: 5,486 m / 11,000 ft
- **Range at 60% (12,000 ft, incl. auxiliary tank)**: 2,250 km / 1,210 nm
- **Consumption at 60% in total**: 39.4 lt/hr / 10.4 US gal/hr
- **Take-off ground roll (ISA SL)**: 280 m / 919 ft
- **Landing ground roll (ISA SL)**: 340 m / 1,115 ft
- **Max. operating altitude**: 5,486 m / 18,000 ft
- **Max. demonstrated crosswind**: 48 km/h / 25 kts

Specifications apply to standard equipped aircraft, if not otherwise stated.
The above data are approximately specified values and may change without notice.