



Diamond DA20 / DV20 Engine and Propeller conversion

EASA STC No. 10057773



Aircraft

Diamond DV20 (EASA-A439) and DA20 (EASA.IM.A223):
-DV20-80 -DV20-100 -DA20-A1 -DA-20 (80hP)

Engine

Conversion to Rotax 912iSc3 Sport injection engine

Propeller

Conversion to MTV-21-A / 170-05 or MTV-21-A / 175-05 constant speed propeller incl. full composite Spinner (AFRP) P-439-1-A (if not already installed) (EASA Propeller TCDS No. 32.130/86).

Cockpit

Installation of a EMU 912iS Engine Monitoring Unit (www.stockflightsystems.com) (TFT Display)



STC Kit Contents

- MT Constant Speed Propeller
- 912iSc3 Sport Engine
- Airplane Flight Manual Supplement
- Engine Monitoring Unit
- Instruction For Continued Airworthiness
- Master Operation Manual List

912iS Katana advantages (Performance data is based on MTOW, ISA)

- Reduced fuel consumption of about 3.5 liters/hour car gasoline
- Increased range (approx. 5 hours at 2260rpm and 22inHg)
- Increased performance with MT-Propeller and Rotax 912iS engine (7-10kts) compared to the 100hP carburetor engine and the competitors propeller
- Financial aircraft value enhancement with state of the art engine
- Best vibration damping characteristics for almost vibration free propeller operations
- Stainless steel propeller leading edge for best erosion protection of the blades
- Highest noise level fulfilled with the 170-05 blades and the exhaust muffler according to the strict German noise regulations 2010 – "Landeplatz Lärmschutz Verordnung" for unrestricted airport operations in Germany and other European Countries
- FOD repairable lightweight natural composite MT-Propeller blades with unlimited Propeller blade life
- Milled single piece threadless aluminum hub
- Eliminated carburetor icing
- State of the art Engine Monitoring Unit Display with advanced pilot features
- 55m reduced ground roll distance (asphalt)

→ Installation performed by HB-Flugtechnik (www.hb-flugtechnik.at)

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