

Diamond DA40  
N213DS



**Description:**

2004 DA40 with about 120 hrs total time engine and airframe. One owner, not the glass panel model, 40 gal tanks, leather interior, 9.5/10 inside and out, Feb 09 annual with rudder cable AD complied with at that time. Garmin 530 & 430 non-WAAS and GTX327 with King AP. Asking price has been \$159,900.

**Contact:**

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**Questions:**

1. Only 120 hours over 5 years. Why hasn't it flown more?
2. FPor CS prop?
3. What is the useful load of the aircraft?
4. Can we get a fresh annual with the purchase?
5. Any DH?
6. Engine compression at last annual?
7. Hours & date at last oil change?
8. How many hours over the last 6 months?
9. Can the Garmin's be upgraded to WAAS?
10. Any known Squawks?
11. Ever used as a student plane?
12. Last Static Check (date)?
13. Last IFR certification (date)?
14. Last ELT battery (date)?
15. Any Reoccurring AD's?

## DA 40 Description

### Specs:

Crew: 1 pilot

Capacity: 3 passengers

Length: 26 ft 5 in

Wingspan: 39 ft 2 in

Height: 6 ft 6 in

Wing area: 145.3 ft<sup>2</sup>

Empty weight: 1,755 lb

Loaded weight: 2,645 lb

Useful load: 890 lb

Max takeoff weight: 2,645 lb

Powerplant: Lycoming IO-360-M1A air-cooled, 4-cylinder horizontally-opposed piston engine, 180 hp

### Performance:

Cruise speed: 143 knots (165 mph)

Stall speed: 49 knots flaps down (56 mph)

Range: 720 nm

Service ceiling: 16,400 ft

Rate of climb: 1120 ft/min

Power/mass: 14.7 lb/hp

### Description:

Powered by a Textron Lycoming IO-360 M1A 180 hp (135 kW) engine and a two-blade Hartzell propeller and the "Speed Gear" option. Based on the success of the earlier DA20 two-seat aircraft, the company designed a four-seat variant, the DA40. The DA40 is a four-seat low-wing cantilever monoplane made from composite materials. It has a fixed nose-wheel landing gear and a T-tail. JAR23 certification of the IO-360 production variant was obtained in October 2000. In 2002 the production of the Lycoming engined variant was moved to Canada and the Austrian factory concentrated on diesel-engined variants.

In late 2006, the XL and FP models replaced the DA40-180. The FP replaced the fixed-pitch propeller version of the 180 and the XL replaced the constant-speed propeller version. The major difference between the new models and the 180 is the higher maximum cruise speeds. The DA40-XL is approximately four knots faster than the preceding DA40-180 with the two-blade Hartzell propeller and the "Speed Gear" option. The XL's speed increase is mostly due to the Powerflow exhaust system.

The DA40-180 has a maximum cruise speed of 143 knots, burning 9.2 gallons of Avgas per hour.