

Diamond Aircraft DA20-C1 Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 - 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. In the spin recovery sequence, which step completes the procedure?**
 - A. THROTTLE -> IDLE**
 - B. ELEVATOR -> PULL CAUTIOUSLY, BRING AIRPLANE FROM DESCENT INTO LEVEL FLIGHT POSITION**
 - C. WING FLAPS -> CRUISE**
 - D. RUDDER -> NEUTRAL**

- 2. What entry speed is required for Lazy Eights or Chandelles under the Utility category?**
 - A. 120 KIAS**
 - B. 100 KIAS**
 - C. 90 KIAS**
 - D. 116 KIAS**

- 3. In an emergency landing with the engine off and flaps in takeoff position, what airspeed should be used (KIAS)?**
 - A. 64 KIAS**
 - B. 55 KIAS**
 - C. 52 KIAS**
 - D. 60 KIAS**

- 4. Where are the two fuel shut-off valves located?**
 - A. One in the aircraft for normal use and one for maintenance below the fuel tank**
 - B. Not specified**
 - C. Two in the cockpit**
 - D. Only in the fuel tank**

- 5. During a precautionary landing with power and flaps in landing configuration, which airspeed is used (KIAS)?**
 - A. 60 KIAS**
 - B. 64 KIAS**
 - C. 55 KIAS**
 - D. 52 KIAS**

- 6. Are spins and stalls approved on the DA20-C1 at MFC?**
- A. ONLY SPINS**
 - B. YES**
 - C. NO**
 - D. ONLY STALLS**
- 7. When should the fuel shut-off valve be closed?**
- A. During preflight checks**
 - B. Only for emergencies or fuel system maintenance**
 - C. When starting the engine**
 - D. Never**
- 8. What are the maximum maneuvering load factors with flaps in takeoff or landing position?**
- A. +2.0, 0**
 - B. +3.0, -1.0**
 - C. +2.5, -0.5**
 - D. +1.5, -0.2**
- 9. Under what conditions can pedal adjustments be performed?**
- A. Only on the ground**
 - B. Only in the air**
 - C. Both on ground and in the air**
 - D. Never**
- 10. If the brakes on the co-pilot side fail, can the pilots still brake the aircraft?**
- A. Not specified**
 - B. Yes**
 - C. No**
 - D. Only with emergency procedures**

Answers

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1. B
2. D
3. D
4. A
5. C
6. B
7. B
8. A
9. A
10. B

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Explanations

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1. In the spin recovery sequence, which step completes the procedure?

A. THROTTLE -> IDLE

B. ELEVATOR -> PULL CAUTIOUSLY, BRING AIRPLANE FROM DESCENT INTO LEVEL FLIGHT POSITION

C. WING FLAPS -> CRUISE

D. RUDDER -> NEUTRAL

Spin recovery is about stopping the rotation and returning to straight, level flight. After you've reduced power and stopped the spin with the appropriate rudder input, the airplane will still be descending. The final, completing move is to use the elevator carefully to bring the airplane from that descent up into level flight. This step finishes the transition from a nose-down descent to a stabilized, level attitude, from which you can smoothly re-establish cruise flight and trim. The other actions are parts of the recovery sequence or not applicable to finishing the recovery: reducing power to idle helps control energy; adjusting rudder is used to stop the spin, not to complete the level-flight transition; flaps and other changes aren't required to complete the recovery.

2. What entry speed is required for Lazy Eights or Chandelles under the Utility category?

A. 120 KIAS

B. 100 KIAS

C. 90 KIAS

D. 116 KIAS

Starting from a speed that provides enough energy to complete the maneuver without risking a stall or structural overreach is the key idea. For Lazy Eights and Chandelles in the DA20-C1 under the Utility category, the published entry speed is 116 KIAS. This speed places you above stall margin so you can smoothly pitch up and execute the required nose-high attitude and heading change, while still staying inside the Utility aerobatic envelope. If you start too slowly, you risk stalling during the setup or losing the ability to complete the maneuver cleanly. If you start much faster, you may be outside the defined entry limits for these specific aerobatic maneuvers in the Utility category, making the maneuver harder to control within the normal profile. So 116 KIAS is the balance that the training/aircraft limits specify.

3. In an emergency landing with the engine off and flaps in takeoff position, what airspeed should be used (KIAS)?

- A. 64 KIAS
- B. 55 KIAS
- C. 52 KIAS
- D. 60 KIAS**

When you have an engine-out emergency, you fly at the speed that gives the best glide—the greatest distance per altitude lost. With flaps in the takeoff position, the wing's lift characteristics plus the flap drag shift that optimum glide speed to a lower value. For the DA20-C1, this best-glide speed is about 60 KIAS. Using 60 KIAS helps you maximize glide distance while staying above stall and gives you the best chance to reach a suitable landing area or a place to restart the engine. Speeds like 64 KIAS would be the best-glide speed for a clean (flaps up) configuration, so they're not optimal with flaps in takeoff. Speeds such as 55 KIAS or 52 KIAS are closer to stall and would reduce glide distance, increasing the risk of stalling before you reach an intended landing area.

4. Where are the two fuel shut-off valves located?

- A. One in the aircraft for normal use and one for maintenance below the fuel tank**
- B. Not specified
- C. Two in the cockpit
- D. Only in the fuel tank

Fuel shut-off valves are there to isolate the fuel system for safety and maintenance. In the DA20-C1, there are two valves: one located in the cockpit for normal use, and a second for maintenance located below the fuel tank. The cockpit valve lets you quickly shut off the fuel supply in flight or during safety checks, while the maintenance valve provides a dedicated point to isolate the system when servicing the aircraft. This explains why the correct description is one valve in the cockpit for normal use and a second valve located below the fuel tank. The other options don't fit because there isn't just a single cockpit valve, there isn't a valve only in the fuel tank, and the locations are specified in the aircraft documentation.

5. During a precautionary landing with power and flaps in landing configuration, which airspeed is used (KIAS)?

- A. 60 KIAS
- B. 64 KIAS
- C. 55 KIAS**
- D. 52 KIAS

When you're doing a precautionary landing with power available and the airplane in the landing configuration, you fly at the approach speed that provides safe control while keeping energy and stall margin manageable. In the DA20-C1, with flaps set for landing, the stall speed is reduced, so the recommended approach speed is in the mid-50s knots. About 55 KIAS gives you enough margin above stall to maintain control, yet keeps energy low for a stable approach and short-field-like landing if needed. Going faster, around the 60-64 knot range, adds unnecessary energy and lengthens the landing, while going too slow (just above stall) leaves you with insufficient margin to handle gusts or minor mistakes.

6. Are spins and stalls approved on the DA20-C1 at MFC?

A. ONLY SPINS

B. YES

C. NO

D. ONLY STALLS

Training approvals for stalls and spins depend on the airplane's certification and the operator's limitations. For the DA20-C1 at MFC, both maneuvers are approved under the school's established procedures. The aircraft is certified and used in training with documented stall and spin recovery procedures, and instructors follow approved methods at appropriate altitudes to ensure safe recoveries. Because the program includes instruction for both stall recognition and spin recovery, practicing either maneuver is within the permitted training envelope. Always perform these maneuvers under supervision and in accordance with the flight manual and school SOPs.

7. When should the fuel shut-off valve be closed?

A. During preflight checks

B. Only for emergencies or fuel system maintenance

C. When starting the engine

D. Never

The fuel shut-off valve controls whether fuel can flow from the tanks to the engine. In normal operation you want a continuous fuel supply, so you leave this valve open during flight and routine checks. It should be closed only to stop fuel flow in emergencies (such as a fuel leak or engine fire) or when performing maintenance on the fuel system. Closing it during preflight or engine start would interrupt fuel delivery and could cause a loss of power. After maintenance, reopen it to restore normal operation.

8. What are the maximum maneuvering load factors with flaps in takeoff or landing position?

A. +2.0, 0

B. +3.0, -1.0

C. +2.5, -0.5

D. +1.5, -0.2

Maneuvering load factors represent the positive and negative g-forces the airframe is allowed to experience during maneuvers. When flaps are in the takeoff or landing position, the airframe is configured for short-field or low-speed handling, and the structural limits are reduced accordingly. For the DA20-C1 in this configuration, the airplane is limited to +2.0 g in the positive direction and 0 g in the negative direction. This means you can perform mild pull-ups up to 2 g, but you should not apply any downward (negative) g maneuvers with flaps extended. The higher or negative values in other configurations apply only when flaps are not in the takeoff/landing position. Therefore, the maximum maneuvering load factors in this configuration are +2.0 and 0.

9. Under what conditions can pedal adjustments be performed?

- A. Only on the ground**
- B. Only in the air**
- C. Both on ground and in the air**
- D. Never**

Pedal adjustments are about setting the rudder pedal position to fit the pilot's reach and ensure comfortable, full control movement. This is something that should be done on the ground before flight, not during flight, because adjusting them in the air could alter the pilot's control geometry while you're already relying on precise rudder input. In flight, changing pedal position could surprise the pilot and affect yaw control, which is unsafe. Once on the ground and secured, you can verify the full range of motion and lock the pedals in place. So the correct condition is only on the ground.

10. If the brakes on the co-pilot side fail, can the pilots still brake the aircraft?

- A. Not specified**
- B. Yes**
- C. No**
- D. Only with emergency procedures**

The braking system in the DA20-C1 is designed with independent toe brakes on each rudder pedal, so each pedal controls its own wheel. If the co-pilot's brake fails, the pilot can still brake using their own brake on their side. In many normal operations, braking with the good side plus steering with the rudder is enough to stop. Only if both brakes were inoperative would you lose braking capability, at which point emergency procedures would come into play.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://da20c1.examzify.com>

We wish you the very best on your exam journey. You've got this!

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