

DIAMOND AIRCRAFT DA20-C1 PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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. What is the proper parking brake procedure?**
 - A. Push the lever down, then press the toe brakes at least three times
 - B. Pull the lever up, then press the toe brakes at least three times
 - C. Pull the lever down, then press the toe brakes twice
 - D. Pull the lever down, then press the toe brakes at least three times
- 2. 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
- 3. What is the negative maximum maneuvering load factor at Vne?**
 - A. -2.2
 - B. -1.0
 - C. -2.0
 - D. -0.5
- 4. Outline a typical engine start sequence for the DA20-C1 and the key indicators to monitor.**
 - A. Power off, mixture rich, start switch engaged, monitor cabin pressure, and verify fuel gauge reads full.
 - B. Engage start switch only, monitor only oil temperature.
 - C. Verify fuel pump OFF, ignore RPM, and let engine start on its own.
 - D. Power to electrical systems, mixture set as required, fuel pump ON, start switch engaged, monitor oil pressure and RPM rise, then set appropriate run-up RPM and verify engine instruments show normal values.
- 5. What wind information verification is important for a safe landing?**
 - A. Verify wind information to configure aircraft for stabilized approach and safe landings.
 - B. Wind information is irrelevant for GA flight.
 - C. Always land with a headwind without considering crosswinds.
 - D. Only use wind information for takeoff planning.

- 6. For the approach with flaps in landing configuration, what is the actual approach speed (KIAS)?**
- A. 60 KIAS
 - B. 64 KIAS
 - C. 55 KIAS
 - D. 52 KIAS
- 7. How should you navigate if avionics fail in the DA20-C1?**
- A. Switch to backup instruments, use dead-reckoning and basic navigation methods, and follow the POH guidance for non-precision approaches or emergency procedures
 - B. Immediately land at the nearest airport with GPS
 - C. Ignore failure and continue using primary avionics
 - D. Unreliable approach; request vectors from ATC for any approach
- 8. If instrument indications are inconsistent, what is the recommended procedure?**
- A. Cross-check with standby instruments and other in-flight cues; verify sensor data and follow the POH emergency or abnormal procedures
 - B. Ignore minor discrepancies and continue
 - C. Rely on autopilot readouts exclusively
 - D. Recalibrate the instruments on the ground only
- 9. If you observe a fuel starvation indication, what is the appropriate verification?**
- A. Confirm correct tank selection and monitor fuel quantity indicators.
 - B. Immediately land and stop engines.
 - C. Switch to nonfunctional tank only next time.
 - D. Increase throttle to circumvent.
- 10. Stall speed for takeoff (V_{s1}) is which value (KIAS)?**
- A. 40 KIAS
 - B. 36 KIAS
 - C. 60 KIAS
 - D. 64 KIAS

Answers

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

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Explanations

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1. What is the proper parking brake procedure?

- A. Push the lever down, then press the toe brakes at least three times
- B. Pull the lever up, then press the toe brakes at least three times
- C. Pull the lever down, then press the toe brakes twice**
- D. Pull the lever down, then press the toe brakes at least three times

Engaging the parking brake on the DA20-C1 is done by pulling the parking brake lever down. Once it's set, verify it by applying the toe brakes twice to confirm the airplane remains stationary and the brake system is holding. The two presses provide a quick, sufficient check without overdoing it. The lever should be pulled down to engage, not pushed, and the verification should be two brief toe-brake applications rather than three or more.

2. 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.

3. What is the negative maximum maneuvering load factor at Vne?

- A. -2.2**
- B. -1.0
- C. -2.0
- D. -0.5

Limit load factors are the airframe's certified tolerances for maneuvers, describing the forces the airplane can safely withstand in both directions. Vne is the speed beyond which the airframe must still be able to handle its published limit loads. For this aircraft, the negative (downward) maneuvering limit at Vne is -2.2 g, so the airframe is designed to endure downward loading up to 2.2 g during maneuvers at that speed. This value sets the safety boundary for push-down maneuvers or aggressive descents without risking structural overstress. The other options don't match the aircraft's published downward limit, which is why -2.2 g is the correct figure.

4. Outline a typical engine start sequence for the DA20-C1 and the key indicators to monitor.

- A. Power off, mixture rich, start switch engaged, monitor cabin pressure, and verify fuel gauge reads full.
- B. Engage start switch only, monitor only oil temperature.
- C. Verify fuel pump OFF, ignore RPM, and let engine start on its own.

D. Power to electrical systems, mixture set as required, fuel pump ON, start switch engaged, monitor oil pressure and RPM rise, then set appropriate run-up RPM and verify engine instruments show normal values.

Starting the engine is all about making sure fuel, air, ignition, and lubrication are ready, then confirming the engine comes to life and runs normally before proceeding. Powering the electrical systems ensures the starter and fuel-pump (and any required avionics) have power. Setting the mixture as required helps the engine get the right air-fuel ratio for a reliable start, and turning the fuel pump on guarantees fuel is available to the injectors during start. Engaging the start switch cranks the engine so combustion can occur. As the engine fires, you watch the oil pressure rise quickly and the RPM begin to climb. A prompt oil pressure response shows the lubrication system is pressurizing and the engine is taking over, while a steady RPM increase confirms that ignition and fuel delivery are working together to sustain operation. After the engine is running, set the throttle to the appropriate run-up position and verify the engine instruments show normal values. This means oil pressure and temperature are in the expected ranges, RPM is stable, and there are no abnormal readings on the other monitored parameters. This sequence ensures a safe, controlled start and confirms the engine is ready for normal operations.

5. What wind information verification is important for a safe landing?

A. Verify wind information to configure aircraft for stabilized approach and safe landings.

- B. Wind information is irrelevant for GA flight.
- C. Always land with a headwind without considering crosswinds.
- D. Only use wind information for takeoff planning.

Verifying wind information is crucial because it guides how you configure and fly the approach to land safely. Knowing the wind direction and speed tells you which runway offers the best headwind component, helping you reduce your ground speed and improve controllability during the final approach and touchdown. It also reveals any crosswind component, so you can apply the proper crosswind corrections (use of aileron into the wind and appropriate rudder to keep the airplane tracking along the runway centerline). Gusts shown by the wind data mean you may need to adjust your approach speed to maintain a safe stall margin and level off smoothly in the flare, while still staying within stabilized-approach guidelines. In short, wind information lets you choose the best runway, set up the airplane's speed and configuration for the conditions, maintain a stabilized approach, and execute a safe landing.

6. For the approach with flaps in landing configuration, what is the actual approach speed (KIAS)?

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

Approach speed is the indicated airspeed chosen on final approach to stay well above stall while still being controllable with the landing configuration. With flaps in the landing position, you use a safety margin over the stall speed in that configuration. A common target is about 1.3 times the stall speed for that flap setting. For the DA20-C1, the stall speed with landing flaps is in the low 40s KIAS, so $1.3 \times \sim 42$ KIAS gives about 55 KIAS. That's why the best choice is 55 KIAS. Falling to a lower speed can erode margin and stability, while higher speeds reduce energy management on approach.

7. How should you navigate if avionics fail in the DA20-C1?

- A. Switch to backup instruments, use dead-reckoning and basic navigation methods, and follow the POH guidance for non-precision approaches or emergency procedures**
- B. Immediately land at the nearest airport with GPS
- C. Ignore failure and continue using primary avionics
- D. Unreliable approach; request vectors from ATC for any approach

When avionics fail, the priority is to take command with the airplane's basic, reliable instruments and navigate using simple, traditional methods until you can land safely. Switch to the standby instruments right away to maintain accurate attitude, altitude, and airspeed, and use the magnetic compass for orientation. With primary navigation out, rely on dead reckoning and pilotage—track your course from a known point, estimate position over time, and use visible landmarks or features on a map to stay on your intended path, while continually cross-checking altitude and airspeed to keep the airplane stable. Follow the POH's specified procedures for avionics failure. Those procedures guide you on configuring the aircraft and selecting an appropriate method of navigation and approach that does not depend on the failed equipment, including any steps for a non-precision approach or other emergency landing options. This ensures you have a concrete, tested plan rather than improvising in a high-workload situation. Relying on vectors from ATC or rushing to the nearest GPS-equipped airport without a usable navigation system isn't appropriate in this scenario; you need to maintain control, use the backup instruments, and execute the published procedures to land safely.

8. If instrument indications are inconsistent, what is the recommended procedure?

- A. Cross-check with standby instruments and other in-flight cues; verify sensor data and follow the POH emergency or abnormal procedures
- B. Ignore minor discrepancies and continue
- C. Rely on autopilot readouts exclusively
- D. Recalibrate the instruments on the ground only**

When instrument indications don't agree, use independent sources to confirm the aircraft's actual attitude and performance. Cross-check the primary flight instruments with the standby instruments and assess other in-flight cues, such as pitch and bank from your outside view and the airplane's behavior. This helps identify whether a single instrument is faulty or if multiple sensors are signaling a real issue. Then follow the POH abnormal or emergency procedures for the specific mismatch, which provide the steps to handle the situation safely. Recalibrating the instruments on the ground addresses calibration in a static sense but doesn't fix in-flight sensor faults or inconsistent readings; relying on that alone could leave you with inaccurate information in the air. If the situation can't be resolved quickly, declare an emergency as appropriate and land using the best available information.

9. If you observe a fuel starvation indication, what is the appropriate verification?

- A. Confirm correct tank selection and monitor fuel quantity indicators.**
- B. Immediately land and stop engines.
- C. Switch to nonfunctional tank only next time.
- D. Increase throttle to circumvent.

When you see a fuel starvation indication, the first thing to check is your fuel source. In the DA20-C1, fuel is drawn from the wing tanks through a selector and is shown on fuel quantity indicators. Verifying the correct tank selection ensures you're drawing from a tank that actually has fuel, and watching the quantity indicators confirms there is usable fuel available. If the selector is on a tank that's empty or nearly empty, switching to the other tank and noting the indicators will often restore fuel flow and resolve the warning. If the indicators show fuel in the source tank but the warning persists, the issue is more likely a fuel-delivery fault rather than simply being out of fuel, which requires further checks. Avoid drastic actions like immediately landing and stopping engines unless altitude or aircraft control requires it, and don't switch to a nonfunctional tank or try to "circumvent" with throttle alone—those won't fix a real fuel-supply problem. The quickest, most reliable first step is to confirm the tank selection and monitor the fuel quantity indicators.

10. Stall speed for takeoff (V_{s1}) is which value (KIAS)?

A. 40 KIAS

B. 36 KIAS

C. 60 KIAS

D. 64 KIAS

The speed at which the airplane becomes just capable of maintaining steady flight in the takeoff configuration is what V_{s1} represents. It's the minimum controllable stall speed you should be above during the takeoff phase so you can safely rotate and establish a climb. For the DA20-C1, the published takeoff-configuration stall speed is 40 KIAS. That means, with the takeoff configuration used on this airplane (the configuration defined in the POH for takeoff), you should reach at least 40 knots indicated airspeed before rotation to avoid stalling before liftoff and to ensure you have controllability as you begin the takeoff climb. The other speeds listed don't reflect the takeoff-configuration stall speed for this aircraft. They may correspond to stall speeds in other configurations or to speeds used for different phases, but the official takeoff-stall value for the DA20-C1 is 40 KIAS.

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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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