

DA50 Choices

When you are looking for a spacious, luxurious traveling plane, look no further than the DA50. Whether you want the ultimate single, to cruise in pressurized luxury, or a comfortable, cost-efficient traveling plane, the DA50's offer you a great choice in personal air travel.

Preliminary Specifications

	DA50 SuperStar	DA50 Magnum
Engine	Teledyne Continental TSIOF-550J	Austro Engine AE 300 2.0L turbo-diesel
Propeller	3 or 4-blade constant speed	MT 3-blade constant speed
Cruise speed	200+ kts	150+ kts
Fuel consumption	16-20 gph at cruise	9 gph max power 6-7 gph at cruise
Fuel type	100LL	Jet A1
Certified altitude	25,000 ft	18,000 ft
Maximum takeoff weight (MTOW)	3,560 lbs	3,262 lbs
Seating	2 + 3	4
Cabin width	52 inches	52 inches
Doors	3 + baggage door	3
Pressurization	Yes	No
Ballistic Recovery System	Optional	No
Avionics	Garmin G1000 three-screen	Garmin G1000 two-screen
Expected availability	Late 2010	Late 2009

Position reservations for the DA50 are currently being accepted with refundable deposits.

Contact us today at 888-466-8239 or find your local Diamond distributor at www.diamondaircraft.com

INS-DA50-0708-1

Taking SuperStar to the Next Level

With its 350 hp, turbo-FADEC engine and its huge, 5-seat cabin, the DA50 SuperStar is a significant step up from existing high-performance piston singles. Now, with pressurization, this airplane represents a true quantum leap, to give our customers what they have told us repeatedly they wanted: a luxurious traveling plane, with expanded capabilities to take them and their families, friends and business partners to their destinations above weather and making the best use of prevailing winds.



DA50: One great airframe – two personalities



 **Diamond**
AIRCRAFT

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DA50 Magnum – Fuel-miserly traveler

The DA50 Magnum is designed around the same basic platform as the DA50 SuperStar – and leverages the new Austro Engine AE 300 turbo-diesel powerplant for fuel-efficiency, low pilot workload and unmatched smoothness.

Modern turbo-diesel powerplant

The DA50 leverages the Austro Engine AE 300 170 hp turbo-diesel powerplant to achieve a speed of over 150 kts – while burning only 9 gph at maximum power, and 6-7 gph at cruise settings.

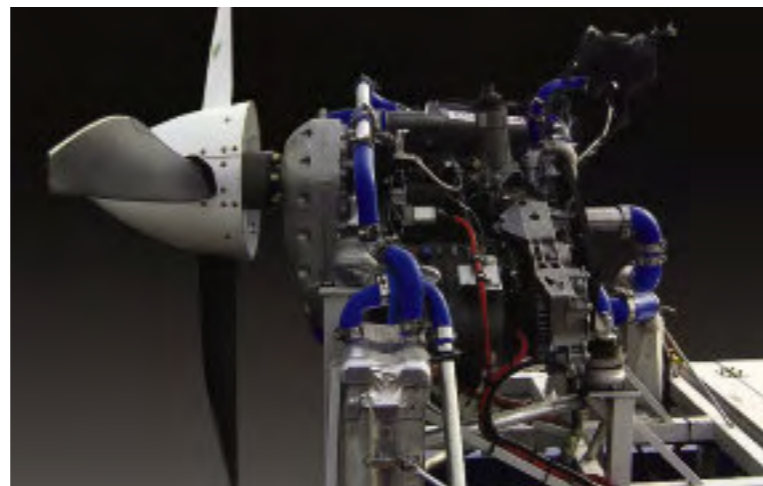
Austro Engine GmbH was specifically established in 2007 to create a new generation of general aviation powerplants. The AE 300 engine is developed by Austro Engine, with key technology partners, including MB Tech (Mercedes Benz) and Bosch, both companies with long histories of quality and customer service, providing engineering and production support for key components of the AEG engine. Using automotive engineering and production experience, combined with Diamond's extensive aviation experience and insights from building and operating a fleet of nearly 1000 diesel-powered aircraft, AEG is well positioned to deliver the next generation powerplant.

European certification of the engine is well under way; Diamond aircraft from the DA40, to the DA50 Magnum and DA42 have been flying with Austro engines since early 2008, and engine-level EASA certification is expected in fall 2008. Diamond plans to certify the Austro Engine powered DA42 under EASA by late 2008, with FAA certification expected by fall 2009.



First flight of the DA50 Magnum – May 14, 2008

Engine management is simplified with a single-lever FADEC control system. Thanks to many improvements over previous-generation diesel engines – ranging from an improved gearbox, which uses a torsional vibration damper instead of a friction clutch, a cast-iron crankcase vs. an aluminum casting, a conventional prop governor and an integral oil/coolant heat exchanger – the engine promises both better reliability, and up to 15% better specific fuel consumption at economy power settings.



AE 300 170 hp turbo-diesel



Cabin comfort and luxury

The DA50 Magnum cabin shares many elements with that of its more powerful sibling, the DA50 SuperStar. Three large doors make entering and exiting the aircraft as easy as can be, while baggage can easily be loaded into the roomy baggage compartment through the back passenger door.

The look-and-feel of the cabin is spacious and luxurious. 52 inches of cabin width mean plenty of shoulder room for four passengers. High-quality leather seats, electrically adjustable control sticks, a clean cockpit layout, and carbon-fiber highlights make for a visually appealing environment even for the longer flights made possible by the DA50 Magnum's 50 gallon fuel capacity and its low 6-7 gph cruise fuel burn.

