

# THE D-JET FLYER

ISSUE 3, DECEMBER 2007



D-JET: A New Day Dawning!

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## 2007 – An Exciting Year for Diamond's D-JET Program

Welcome to the third issue of the *D-JET Flyer*, our regular update on the Diamond D-JET program.

As we approach the end of 2007 and the holiday season, this is a good occasion to reflect on the path we've been traveling, to celebrate the progress and to reflect on our learning along the way regarding the D-JET.

In 2007, we saw the roll-out and first flights of D-JET serial number 002. This is a noteworthy milestone, because this is aerodynamically and structurally the first D-JET using our production-quality tooling. This is just one among many major engineering and manufacturing milestones. We made great progress growing our world-class team so we can deliver D-JET to market and make it a great success. We had the opportunity to work closely with a wide variety of partners and suppliers to make progress on D-JET's development. As the year draws to a close, we also are nearing the rollout of S/N 003.

Notably, we are so excited and honored that so many customers have stepped forward to reserve their D-JET position...or positions (plural). This is an amazing reflection of their enthusiasm for the aircraft and their confidence in our organization to deliver D-JET in a quality way.

With all this in mind, as we close out 2007, I want to take this opportunity to say "thank you."

Thank you to our customers for your confidence. Thank you to our partners for your continued goodwill. And thank you to our team for your dedication to deliver an airplane that will empower so many people to experience a new, refined form of personal travel.

This edition of the *D-JET Flyer* provides some timely updates on several aspects of our program. We start with a showcase of our engine partner, Williams International. We review some of the key advantages of using composite vs aluminum construction. We address in our FAQ mini-section some key recent questions we've received from customers. We conclude this *D-JET Flyer* edition with a calendar view of the D-JET Mockup tour.

The coming year will be pivotal and even more exciting for all things D-JET than this year has been. We look forward to continuing our journey ahead with you and engaging with you even more closely in 2008.

Peter Maurer  
President

On the cover: D-JET Serial number 002 on the ramp in Lexington, KY during NBAA Convention week in September 2007.  
Photo courtesy of Jacob Myers



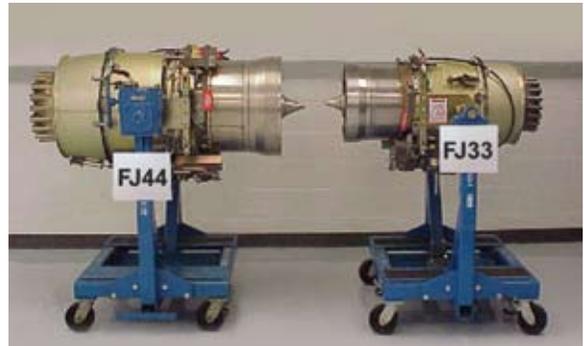
## Technical Close-up: Williams FJ33 TurboFan Engine

Many aircraft airframe innovations throughout history have been directly related to preceding engine innovation. That is also the case with the Diamond D-JET. This article provides a brief profile of the D-JET engine's heritage and its manufacturer, which recently continued its customer satisfaction award win streak with additional industry accolades.

The FJ33 engine that accounts for the D-JET's remarkable acceleration and smoothness is supplied by Williams International, the world's leading producer of small gas turbines. Williams has been in the turbine business since 1955, and has been producing FAA-certified engines for light jets since 1992. Its FJ44 fleet of more than 3,000 engines has flown more than 3 million hours, which gives us confidence the FJ33, with its Williams heritage, is by far the best powerplant solution for the D-JET.

The FJ33 is an 80% scale derivative of the FJ44 engine that powers the entire Cessna CitationJet line, the Hawker Beechcraft Premier, and many others. The FJ44 is also the engine that powered the single-engine GlobalFlyer on its three record-setting flights around the globe, and has since been donated to the Smithsonian Air & Space Museum.

So the next time you're near Washington D.C., you can visit the Udvar-Hazy Center to see the FJ33's big brother.



Great lineage: the Williams FJ44 and its derivative FJ33.



Virgin Atlantic GlobalFlyer's record-setting 76-hour, 45-minute circumnavigating flight was powered by a Williams FJ44 engine.



## Technical Close-up: Williams FJ33 TurboFan Engine (continued)

### Proven Powerplant Design

Even though the FJ33 is a direct derivative of the FJ44, Williams still had to subject the engine to all the same certification tests the bigger engine had already passed – ice, water, bird, and sand ingestion tests, fire tests, and lots of endurance testing at elevated temperatures and thrust levels well in excess of our needs. Thanks to Williams' experience developing and certifying rugged, turbofan engines, the FJ33 passed these certification tests easily.

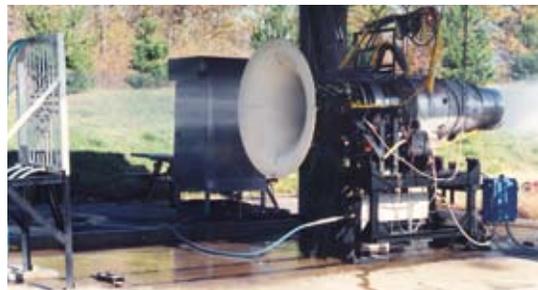
The FAA certified the FJ33 engine in 2004, so Diamond has been able to design the D-JET around a proven engine with known performance. This eliminates a substantial risk that would be unavoidable if developing a new airframe and a new engine at the same time.

For example, very early in the design process we were able to validate D-JET's bifurcated inlets by combining a fuselage mockup with a production-spec engine. Inlet distortion proved to be minimal, and the FJ33 engine proved to be very tolerant of any levels of distortion we could artificially produce, reducing the risk of in-flight inlet distortion testing during the certification.

### Turbine Reliability, FADEC Ease of Operation

Like a piston engine, a turbine engine compresses air, mixes it with fuel, burns the mixture, and harnesses the energy released, but there the similarity ends. Instead of using reciprocating pistons to effect the cycle, it uses spinning airfoils, which account for the turbine's smooth, vibration-free power, as well as its higher reliability and durability. For example the FJ33 runs 3,500 hours between overhaul. And because combustion is continuous rather than intermittent, turbines thrive on less-volatile, lead-free fuels.

The FJ33 is controlled by a dual-channel Full Authority Digital Engine Control (FADEC) which automatically manages the fuel/air ratio and flow rate as altitude changes. This frees the pilot to focus on the more important task of flying the airplane instead of managing the engine. The FADEC used on D-JET is the same FADEC hardware used to control the FJ44 engines on the Cessna CJ1+, CJ2+, and CJ3, but with software tailored to D-JET.



The FJ33 undergoing water-ingestion testing.



The FJ33 in an early D-JET inlet distortion test.



## Technical Close-up: Williams FJ33 TurboFan Engine (continued)

### Proven Customer Satisfaction

FJ33 engines are maintained by Williams International and its authorized service centers. The engine is designed to be easy to maintain. Its modular construction allows the turbine section to be easily removed for inspections without removing the engine from the airplane.

When your FJ33 engine does need maintenance, service will be provided by the best product support team in the industry. Pilots have consistently ranked Williams #1 in the customer service surveys conducted by Professional Pilot and Aviation International News.

In the coming months, you can expect to learn more about our D-JET support program. One of the elements we expect to incorporate in the overall D-JET support plan is an optional program Williams already provides today called Total Assurance Program.

The Williams Total Assurance Program allows pilots to spread maintenance and overhaul costs over time based on flight hours. This program reduces overall maintenance costs, protects against unscheduled maintenance costs, and enhances the aircraft's resale value. We believe the Williams maintenance program is not only superior but is the lowest cost in the industry. Given this, we believe it will be a great building block for our overall D-JET support program.

In sum, the FJ33 is an excellent powerplant choice to enable the D-JET to achieve its mission profile of reliable, safe and economical personal travel. And with its solid track record for customer satisfaction and predictable service, Williams will be an excellent partner as we move towards delivering the D-JET.

### 2007 AIN Product Support Survey Engine Manufacturer Rankings (in order of the highest 2007 ratings)

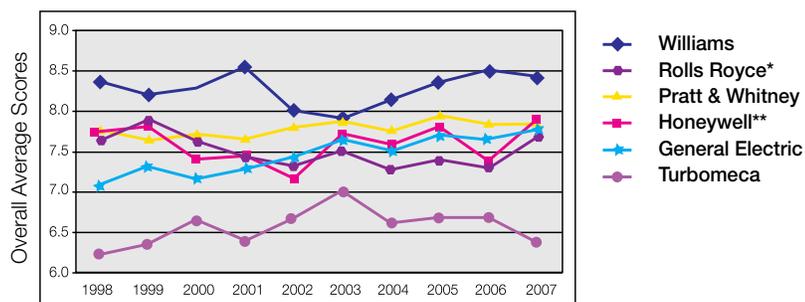
Turbofans	2007	2006	Change from 2006*
Williams	8.16	7.29	+11.93%
Rolls-Royce	8.05	7.30	+10.27%
Rolls-Royce			
Deutschland	7.79	7.24	+ 7.60%
CFE	7.77	7.16	+ 8.52%
Honeywell	7.74	6.40	+20.94%
P&WC	7.53	7.02	+ 7.26%
General Electric	7.21	7.11	+ 1.41%
Turboprops/Turboshafts			
P&WC	7.48	7.05	+ 7.52%
Rolls-Royce	7.34	6.62	+10.88%
Honeywell	7.15	6.52	+ 9.66%
Turbomeca	5.98	5.94	+ .67%

\*The ratings scale for the Product Support Survey changed this year. In prior years, the rating scale was 1 to 9. It was changed to 1 to 10 in 2007 to conform with other AIN surveys.  
Source: Williams International

### 2007 Pro Pilot Turbine Powerplant Product Support Survey (10 years of surveys)

Powerplants rated 1998 – 2007  
\*Includes Rolls Royce Allison, BMW-RR and Rolls Royce Canada  
\*\*Includes AlliedSignal, Garrett and Lycoming.

Source: Williams International





## Composites: Outer beauty – Inner Strength

Imitation is the sincerest form of flattery

The Diamond D-JET is built using primarily carbon fiber structure. Other respected aircraft manufacturers are taking notice and embracing composites in their own products. This article sheds some light on some of the key advantages composites provide that contribute to the design and performance of the D-JET.

### Composites Adoption in Aviation

The exceptional structural safety record of composite general aviation aircraft is increasingly being recognized by the world's largest aircraft developers. Boeing and Airbus have committed to the widespread use of composites on their newest aircraft. National governments invest extensively in composites research, development and industrial applications.

Diamond Aircraft was one of the first aircraft companies to work with composite technologies and has developed a unique set of competencies in composite design, manufacturing and support for aircraft. The high strength, low weight and corrosion resistance made composites the obvious choice when Diamond's predecessor, HOAC, developed the H36 motorglider in 1982. Since then, Diamond has engineered the safest and, arguably, most beautiful, aircraft in the world - the DA40, DA42 and soon the DA50 and the D-JET. All use composites, and Diamond, with more than a quarter century's experience building certified composite aircraft, certainly is expert in the field. This combination of safety, beauty, and economy makes the use of composites compelling.

### Composites: A Primer

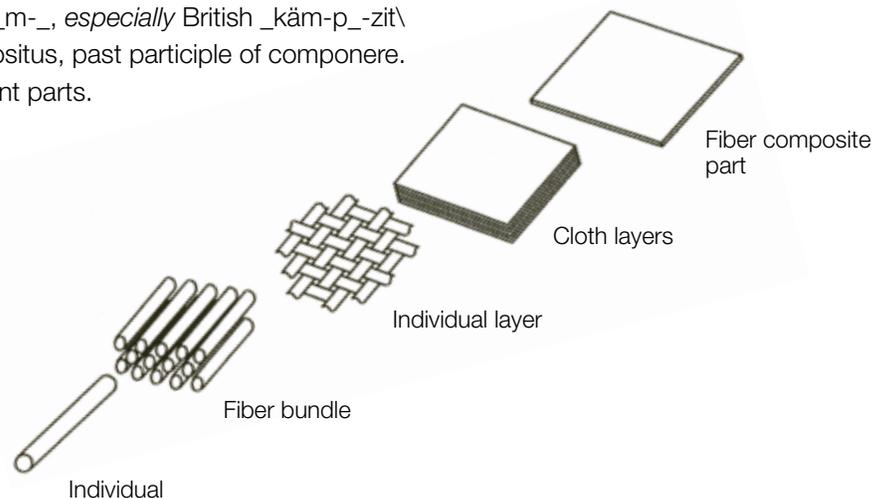
First, we'll start with a definition, courtesy of the Microsoft Word Encarta Dictionary.

Composite. Pronunciation: \käm-pä-z\_t, k\_m-, especially British \_käm-p\_-zit\

Function: adjective. Etymology: Latin compositus, past participle of componere.

Date: 1563. 1: something made from different parts.

Aircraft fiber composites typically consist of layers of glass or carbon cloth, saturated with resin and baked hard in huge industrial ovens. Each cloth layer consists of woven bundles of fibers. Each bundle of fibers consists of hundreds of individual strands of glass or carbon. An individual strand of carbon is twice as strong as steel.





## Composites: Outer beauty – Inner Strength

Imitation is the sincerest form of flattery (Continued)

To create a composite part, a mold is created – the same principal as a gelatin mold. Fiber composite, wetted with resin, is then laid in the mold. The material is covered with an airtight bag and a vacuum is applied to remove any remaining air. This ensures the finished part contains only fiber and resin. This process is called *consolidation*. Then the mold, material and bag are placed in an oven to ‘bake’.

After the part is baked, or ‘cured’, it is removed from the oven. The edges of composite parts are trimmed to final shape. The part can be as large or small, as complex or simple as is needed.

The ‘mold side’ of a composite part is as smooth as glass and produces an unmatched visual finish. Without the skin splices, bolts or rivets associated with metal aircraft, the composite surface has almost no interruptions to the smooth flow of air over and around the aircraft. This unique attribute of composite aircraft not only reduces drag, but also reduces cabin noise.

### Some Key Advantages of Composites

Composite construction is inherently fail-safe. If a single strand within a composite bundle is lost there is no significant loss in strength. If an entire bundle of fibers within the cloth weave fails, there is still no significant loss in strength. If an entire layer of cloth fails, there is still significant remaining strength in the structure.

Metal aircraft suffer from common service problems, mostly due to corrosion, fatigue and damage tolerance. For composite aircraft structure these issues, rather than being the norm, are extremely rare. Aircraft inspection and servicing overheads are reduced.

To make the skins for the fuselage and vertical stabilizer of each Diamond aircraft, only two parts are used – the left-hand and right-hand sides. Fewer joints directly translates to increased reliability, greater strength and lower weight – and lower cost.

### Diamond fail-safe design:

The D-JET wing and horizontal stabilizer each has three spars. Duplication of structure on this scale allows large scale damage without failure. All composite joints on Diamond aircraft are either failsafe by design or every aircraft is tested to critical loads before delivery to the customer.



Composite structures are increasingly used in a variety of innovative products to meet demanding situations.



## Composites: Outer beauty – Inner Strength

Imitation is the sincerest form of flattery (Continued)

During composite aircraft development, the material is subjected to a rigorous certification process. The material certification process is centered on a test program to prove the material under a wide range of load, impact and environmental conditions including:

- Extreme hot and cold temperatures
- Extreme humidity and water saturation
- Exposure to all fluids and solvents in aircraft systems
- Strength after impact events
- Strength after lightning strike

### Strength and Weight

Aircraft structures designed with composites present designers with a unique opportunity to create a very strong very light aircraft.

The fibers within the structure can be positioned and oriented to give the most strength exactly where it is required. Composite laminates are ‘anisotropic’ – they have different strengths in different directions. In contrast aluminum is ‘isotropic’ it has the same strength in all directions.

Each fiber of Carbon is about three times stronger and stiffer than aluminum. When the fibers are aligned in the direction of the load within the structure a large increase in strength and a significant reduction in weight can be achieved.

### It All Adds Up

While metal is still the most appropriate material to use for some components, the use of composites in aerospace structures is on the rise. Diamond Aircraft is a leading innovator using composites for aviation. Diamond also has the safest fleet of general aviation aircraft in the industry. Diamond is applying years of expertise in composites to the design and manufacture of the D-JET to help enable each of these personal time machines to provide a safe, economical, and comfortable personal travel experience for many years to come.

### Diamond lightning protection:

The DA40 and DA42 meet certification lightning strike requirements. The D-JET offers an improvement beyond normal certification requirements with an embedded copper mesh and electrically-inert wing interior components.



## Program Update

The D-JET program progressed in some key areas during the final quarter of the year. The core product development program saw progress with S/N 002's early flight testing and S/N 003's airframe and systems completion, with each day bringing new learning and improvement for the product's engineering and manufacturability. Diamond announced some notable additions to its senior management team who will contribute to D-JET's introduction. The new D-JET Simulator was unveiled at two key industry events as an early indicator of an important training program tool. More details on each of these items will follow.

### S/N 002 status

Since the September issue of *D-JET Flyer*, not only has serial number 002 flown locally – the aircraft also made a surprise 570-nm flight from London, Ontario to Atlanta, Georgia, to take part in the static display for the National Business Aviation Association (NBAA) Conference there.

As a reminder, S/N 002 is the first of four test aircraft built that conforms structurally and aerodynamically to our planned commercially-available D-JET design. S/N 002 is being used primarily to explore the flight envelope and validate performance goals.

Flight testing of S/N 002 has been limited since the trip to NBAA, while placement of some system modifications are finished and flight instrumentation is installed. This work is in preparation for flight envelope expansion and performance and certification flight testing.

The aircraft's horizontal stabilizer structural design has been modified to save weight and has been built using production-quality tooling. This is the same horizontal stabilizer S/N 003 and subsequent models will use. In addition, nosewheel steering, the fuel level indication system and flap control system have all been further developed as a result of the ground and flight tests on S/N 002.



S/N 002 and S/N 001.



S/N 001 and S/N 002 head out for flight test.



## Program Update (continued)

### **S/N 003 Roll-out Nearing, Plus Additional Test Aircraft Status**

The team continued to make good progress building S/N 003, completing the airframe and major systems in December as this issue of the *D-JET Flyer* went to press. This is a substantial milestone as the program moves forward.

Already the team is seeing learning curve benefits from its S/N 002 manufacturing experience. Individual refinements in process are collectively adding up to make a difference. For example, use of the production-quality tooling is improving the bond tolerances for better fit and finish. This production-quality tooling is now being used for the fuselage, wings, flaps and horizontal stabilizers. Such learning curve benefits are expected for subsequent D-JET aircraft, of course, though it is encouraging to see the up-front investment already beginning to provide positive return to the program.

Significant progress has also been made in the materials test lab. This area is used to certify the quality and consistency of materials being used for the D-JET.

Next up, S/N 004. Manufacturing of components for S/N 004 has commenced and long-lead-time parts have been ordered to ensure timely availability. S/N 004 will be used for electrical and systems development certification work, including the autopilot. S/N 004 also will incorporate the knowledge and experience gained from our earlier D-JET aircraft.



Diamond D-JET S/N 003 on a sunny December morning in London, Ontario.



## Program Update (continued)

### Notable Organization Leadership Additions at Diamond Aircraft

Over the past two months, Diamond Aircraft has strengthened its senior management leadership in areas that will benefit the D-JET program and the company overall. In addition to a number of manufacturing and engineering appointments made as the D-JET manufacturing effort ramps up, Diamond has recently announced two additions to the team who will help deliver and launch D-JET to market.



Ken Harness

Ken Harness was appointed Chief Operating Officer for Diamond's North American operation. Mr. Harness oversees engineering, flight test, manufacturing, quality assurance and supply chain management for all Diamond aircraft at the company's facility in London, Ontario. This includes the D-JET and the full line of piston aircraft.

Mr. Harness brings more than 18 years of aviation leadership experience to Diamond. He joined Diamond from Eclipse Aviation, where as Vice President Engineering, he led his engineering team through certification and initial deliveries of the Eclipse 500 very light jet. Prior to Eclipse, he held engineering leadership positions at United Technologies and Williams International. He honed his leadership skills as an aviation company commander and helicopter test pilot in the U.S. Army. Mr. Harness earned his BS in Aviation

Technology from Purdue University, and MBA at Oakland University. Mr. Harness also holds A&P certification and is a commercial instrument rated pilot in single and multi-engine airplanes and helicopters.

Diamond also announced the appointment of Mr. Mark Lee as Director of Marketing and Sales for D-JET. Mr. Lee is responsible for overall marketing and sales programs for the D-JET worldwide.

Mr. Lee brings to Diamond more than 20 years of marketing and business development leadership and management experience with leading global companies in the software and telecom industries. He joins Diamond from Microsoft Corporation, where he held a variety of progressively responsible product management and other marketing roles, planning and launching new products and growing the business for Windows and other Microsoft brands. Prior to Microsoft, he held marketing management positions at Nortel Networks. Mr. Lee earned his MBA from Vanderbilt University, and a BA in Broadcasting from Western Kentucky University. Mr. Lee is a private pilot and has been an airplane owner.



Mark Lee



## Program Update (continued)

### D-JET Simulator Unveiled

As another indicator the D-JET program is evolving from a design phase to a early market introductory phase, Diamond previewed a new, prototype D-JET Simulator at two recent industry events.

Diamond Simulation, a sister company to Diamond Aircraft, unveiled the D-JET flight simulator during the recent NBAA Conference in Atlanta. The simulator also was shown at the AOPA Conference in Hartford, CT. A variety of attendees to both events had a great opportunity to begin to experience some of the thrill of flight in a D-JET.

Diamond Simulation already produces simulators for all the other aircraft in Diamond's line-up. These simulators are increasingly in use in flight schools around the globe to help enable economical and effective training for a broad spectrum of pilots within Diamond Flight Center facilities and within other training organizations.

The D-JET simulator prototype, which was developed in concert with the core D-JET team in London, Ontario, provides a high-fidelity flying experience for D-JET. It uses initial flight model data from the D-JET computer modeling and wind tunnel testing efforts. Its flight deck, front seating and surrounding interior panels, much like the D-JET Mockup, are laid out based on the D-JET interior design. The 180-degree wrap-around projection screen envelopes the flight deck with a very real set of visuals as seen from the front seats. These visual cues along with the corresponding avionics and instrument behavior all combine to immerse the front seat occupants in a variety of flying experiences.

The D-JET Simulator prototype is now based in London, Ontario and will continue to undergo software and other updates as the overall D-JET program progresses. The D-JET Simulator eventually will be available as a Level 6 Flight Training Device, according to FAA AC 120-45 A, and as FNPT II and FTD Level II according to JAR-STD 3A and JAR STD 2A. It is expected to play an important role in the delivery of pilot training for the overall D-JET program.



D-JET Simulator prototype "flying" over NBAA.



D-JET Simulator's interior is much like the aircraft's planned interior for more realism.



## F.A.Q.

### Will the D-JET have a dual electrical system?

Yes. Safety is at the center of everything Diamond does and that makes a difference. Diamond has the safest fleet in general aviation. The D-JET incorporates years of Diamond's expertise in building safe, reliable modern aircraft so you can take to the skies with confidence. A dual electrical system for the D-JET is an important part of this overall safety philosophy.

The D-JET's dual electrical system has two independent buses: one is powered by a 200-amp starter/generator; the other system is supplied by a 70-amp alternator. Each system has its own battery, as well, which means that even if one of the power-generating sources fails, the battery will continue to provide power to that system for some period of time.

Each electrical system runs independently and the aircraft can operate on either system alone. In the event one electrical system fails, the pilot selects the faulty system to OFF and closes the 'BUS TIE' switch. This action connects the off-side power source (generator or alternator) to the one with the dead power source, which then picks up the loads and charges the battery without any interruption in power.

All aircraft systems are operational if the pilot selects the 200-amp system to run the aircraft. In the event the pilot must select the 70-amp system, load-shedding of non-essential equipment is required.



D-JET S/N 003 alongside its predecessors S/N 001 and S/N 002 at Diamond Aircraft's London, Ontario facility.



Now there are three D-JET aircraft - S/N 003 in foreground, followed by S/N 002 and the proof-of-concept S/N 001.



## F.A.Q. (continued)

### **Will the D-JET require a reverse thruster in order to help decelerate the plane on landing?**

No, the D-JET does not require a reverse thruster to assist in stopping the aircraft on landings. In fact, adding a reverse thruster would add weight, cost, complexity and maintenance burden, while reducing range and useful load unnecessarily. Reverse thrusters also would run counter to D-JET's simple-to-operate, simple-to-maintain design philosophy. The D-JET's use of a FADEC also contributes to a lower ground idle thrust setting, which also further eliminates the need for a reverse thruster.

D-JET has been designed to enable a pilot who can land a high-performance single-engine piston to be comfortable landing the D-JET. The airframe and wing design, along with its Fowler flaps and landing gear, all work in concert to enable these comfortable, familiar approach speeds. In fact, early on in D-JET's design stage, speed brakes were considered but were deemed unnecessary, especially considering the cost, weight and complexity speed brakes would add. Plus provisions would have to have been made to counter the effects of potentially having one speed brake deploy differently than another.

Once on the ground, the D-JET will roll to a stop thanks to its excellent braking performance. A turbine aircraft's landing performance does not benefit certification-wise by reverse thrusters anyway, in general. No "credit" is given to whatever potential landing length savings a reverse thruster might help garner.



D-JET S/N 002 prior to touch-down.

**Do you have a question for the next D-JET Flyer?**  
Please send your D-JET related questions to [D-JETfaqs@diamondair.com](mailto:D-JETfaqs@diamondair.com)



## D-JET Mockup Tour

January through February 2008

January 4-5, 2008

**Gibbs Aviation**

San Diego, CA  
(310) 428-7713  
[www.gibbsflyingservice.com](http://www.gibbsflyingservice.com)

January 10-12, 2008

**Gavin Aviation**

Oxnard, CA  
(650) 400-7815  
[www.gavinaviation.com](http://www.gavinaviation.com)

January 17-31, 2008

**USAERO/Angel City**

Long Beach, CA  
(310) 428-7713  
[www.usaero.aero](http://www.usaero.aero)

February 4, 2008

**Million Air**

Medford, OR  
(541) 842-2254  
[www.flyingabovetherest.com](http://www.flyingabovetherest.com)

February 6, 2008

**Flightcraft**

Eugene, OR  
541-607-7202  
[www.flightcraft.com/fbo\\_eugene.aspx](http://www.flightcraft.com/fbo_eugene.aspx)

February 8-9, 2008

**Pro Air**

Bend, OR  
(541) 388-0019  
[www.proairservices.com](http://www.proairservices.com)

February 11, 2008

Sun Valley, ID  
(location being finalized)



The D-JET mockup at NBAA Convention 2007

February 13-14, 2008

**Jackson Jet Center**

Boise, ID  
(208) 383-3300  
[www.jacksonjetcenter.com](http://www.jacksonjetcenter.com)

February 16-17, 2008

**XN Aviation**

Spokane, WA  
(509) 455-5204  
[www.xnair.com](http://www.xnair.com)

February 19, 2007

**Bellingham Aviation Services**

Bellingham, WA  
(360) 676-7624  
[www.bli-jet.com](http://www.bli-jet.com)

February 20-22, 2008

**Galvin Flying Service**

Seattle, WA  
(206) 268-5738  
[www.galvinflying.com](http://www.galvinflying.com)

February 23-24, 2008

**Northwest Aviation Conference**

Puyallup, WA  
[www.washington-aviation.org/NAC&TS.html](http://www.washington-aviation.org/NAC&TS.html)

February 25-26, 2008

Portland, OR  
(location being finalized)

To see the latest D-JET Mock-up schedule, along with other events, go to <http://www.diamondair.com/news/>

# THE D-JET FLYER

ISSUE 3, DECEMBER 2007



## An Aircraft for Every Mission

Diamond Aircraft is an international company with over 900,000 square feet of production facilities worldwide. Our people are passionate about what they do and it shows in every aircraft we build. Our quality comes from our integrity.

Diamond's dedication to building the ultimate fleet has shaped its product line of modern fuel efficient aircraft, each with a specific application in mind. From flying for business or pleasure, training ab-initio through IFR, commercial, multi-engine or jet, Diamond has an aircraft to match your mission.

DA20 • DA40 • DA42 • DA50 • D-JET



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