

**SUPPLEMENT 009
TO THE AIRPLANE FLIGHT MANUAL
DA 42**

**COOLING - BAFFLE FOR COLD WEATHER
OPERATION**

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0.1 RECORD OF REVISIONS

Rev. No.	Reason	Chapter	Page(s)	Date of Revision	Approval Note	Date of Approval	Date Inserted	Signature
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1. GENERAL

This Supplement supplies the information necessary for the efficient operation of the airplane when the Cooling - Baffle is installed in the lower cowling. The Cooling - Baffle splits the airflow entering the main coolant cooler and the cabin heat exchanger. It is recommended for use when operating at low outside air temperatures because the cabin heat exchanger becomes more effective and cabin heating is improved. The information contained within this Supplement is to be used in conjunction with the complete AFM.

This Supplement to the "Airplane Flight Manual DA 42" is a permanent part of the AFM and must remain in the AFM at all times when the Cooling - Baffle is installed.

2. OPERATING LIMITATIONS

2.15 LIMITATION PLACARDS

On Cooling - Baffle:

REMOVE AT OUTSIDE
TEMPERATURES
ON GROUND
ABOVE 5°C/41°F

2.16 OTHER LIMITATIONS

2.16.12 TEMPERATURE

The airplane may only be operated with the Cooling - Baffle installed when the outside air temperature on ground does not exceed 5°C (41°F). Otherwise engine temperatures below the limit engine temperatures cannot be guaranteed.

3. EMERGENCY PROCEDURES

No change.

4A. NORMAL OPERATING PROCEDURES

4A.6 CHECKLISTS FOR NORMAL OPERATING PROCEDURES

4A.6.1 PRE-FLIGHT INSPECTION

II. Walk-Around Check, Visual Inspection

2. Left Engine Nacelle:

- Verify that the outside air temperature permits the use of the Cooling - Baffle.

a1) Cooling - Baffle..... Check for improper mounting or obvious damage.

9. Right Engine Nacelle:

- Verify that the outside air temperature permits the use of the Cooling - Baffle.

a1) Cooling - Baffle..... Check for improper mounting or obvious damage.

I **4A.6.21 COOLING BAFFLE FOR COLD WEATHER OPERATION**

I **I. Install the Cooling Baffle for Cold Weather Operation**

- I a) Position the Cooling Baffle in the LH cowling inlet.
- I b) Tighten the 3 camlocks of the Cooling Baffle in the LH cowling inlet.
- I c) Position the Cooling Baffle in the RH cowling inlet.
- I d) Tighten the 3 camlocks of the Cooling Baffle in the RH cowling inlet.

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I **II. Remove the Cooling Baffle for Cold Weather Operation**

- I a) Untighten the 3 camlocks of the Cooling Baffle in the LH cowling inlet.
- I b) Remove the Cooling Baffle from the LH cowling inlet.
- I c) Untighten the 3 camlocks of the Cooling Baffle in the RH cowling inlet.
- I d) Remove the Cooling Baffle from the RH cowling inlet.

4B. ABNORMAL OPERATING PROCEDURES

No change.

5. PERFORMANCE

No change.

6. MASS AND BALANCE

6.1 INTRODUCTION

The mass of the Cooling - Baffle is negligible. The mass and balance data of the airplane therefore remain unchanged.

7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

7.9 POWER PLANT

7.9.1 ENGINE, GENERAL

The Cooling - Baffle consists of a protective yellow metal plate, which splits the airflow to the main coolant cooler and the cabin heat exchanger, to increase the amount of air flowing through the cabin heat exchanger. The Cooling - Baffle is attached in the air ducts by camlocs.

8. AIRPLANE HANDLING, CARE AND MAINTENANCE

At every 100 hour inspection, the cooling baffle should be checked for improper mounting and obvious damage.



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