



DA120 EFI Data Sheet

HFEDCN0810 Rev A

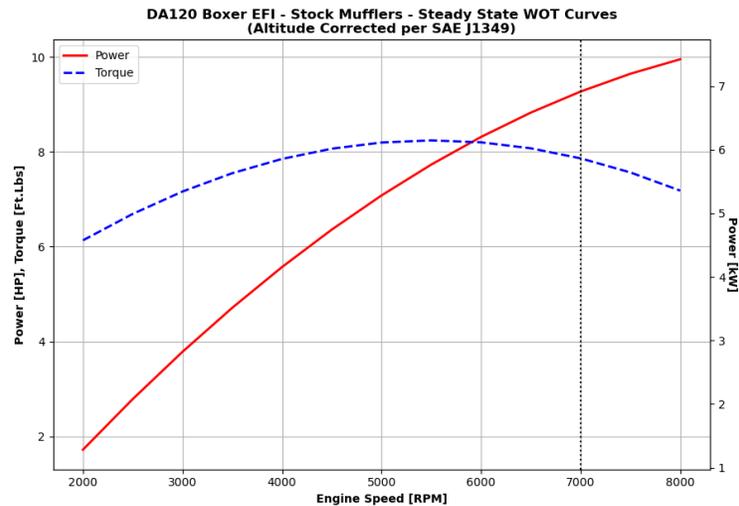


Figure 1: Power curve generated from steady-state wide open throttle conditions from 2000 RPM to 8000 RPM in 500 RPM increments. Measured torque was averaged over 30 seconds at each RPM, accounting for all high/low torque spikes that are present in normal operating conditions. Note that the dotted black line denotes continuous power & torque.

	METRIC	IMPERIAL
DISPLACEMENT	120 cc	7.4 ci
MAX POWER (8500 RPM)*	7.1 kW	9.6 HP
MAX TORQUE (5000 RPM)*	8.9 Nm	6.6 lbft
CONTINUOUS POWER (7000 RPM)*	6.9 kW	9.4 hp
CONTINUOUS TORQUE (7000 RPM)*	7.8 Nm	5.8 lbft
OPERATING RPM RANGE	2000 RPM to 8000 RPM	
AVERAGE BSFC	575 g/kWh	0.95 lb/HPh
WEIGHT (ENGINE WITH THROTTLE BODY)	2.25 kg	4.95 lb
WEIGHT (ECM)	85 g	2.9 oz
WEIGHT (FUEL PUMP)	88 g	3.1 oz
WEIGHT (IGNITION)	150 g	5.3 oz
WEIGHT (WIRE HARNESS/ FUEL LINES)	170 g	6.0 oz
FUEL**	Any Grade Pump Gasoline	
TWO STROKE OIL	Red Line, 40:1 Mixture	
REQUIRED OPERATING VOLTAGE	10V to 15V	
CURRENT DRAW	1A Peak	
RECOMMENDED BATTERY	3s or greater LiPo, 1 hour / 1000 mAh	
AMBIENT TEMPERATURE RANGE	-12° to 49° C	10° to 120° F

*Stock Muffler **No heavy fuel option at this time

Propeller Recommendations					
2-Blade	Max RPM +/- 50	Estimated Max Thrust (lbs) ±5%	3-Blade mejzlik	Max RPM +/- 50	Estimated Max Thrust (lbs) ±5%
28x10	6900**	73.2**	26x12	6200*	73.9**
28x12	6700**	73.2**	27x10	6100*	73.0**
29x10s	4500**	64.2**	29x12	5400*	70.8**

*Recorded from static test stand **Estimated via simulation

Part-Throttle Power and Torque

Part throttle curves were generated by operating the engine at steady state using a Magtrol eddy current dynamometer. Torque and speed data was captured for 30 seconds at each throttle position and speed point. Low throttle cut off points were determined by the engines ability to produce torque at a given speed; as speed increased higher starting throttle positions were required. Each trace represents constant throttle position, starting at 20% throttle (bottom trace) to 100% throttle (top trace). All data points are $\pm 10\%$ to account for measurement error and engine to engine variation. Test details are available upon request.

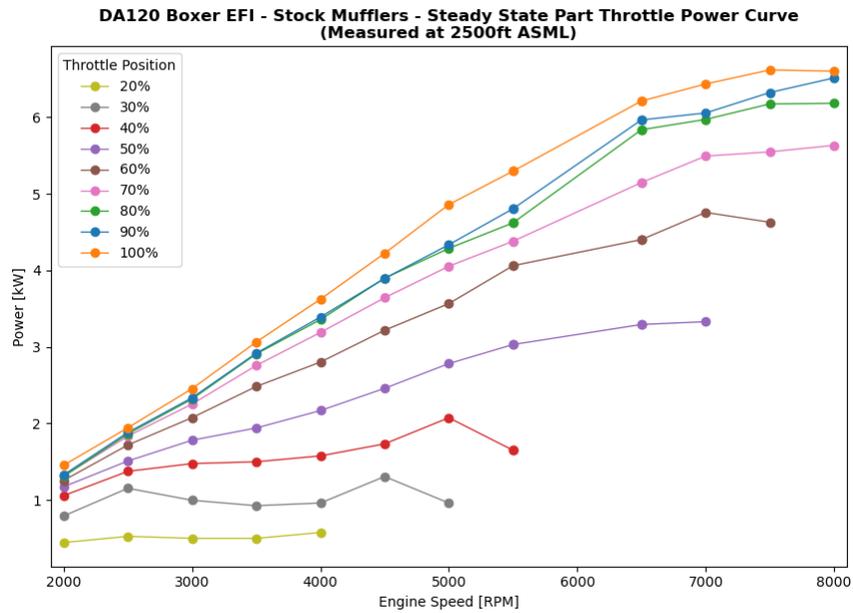


Figure 2. Part throttle power curves

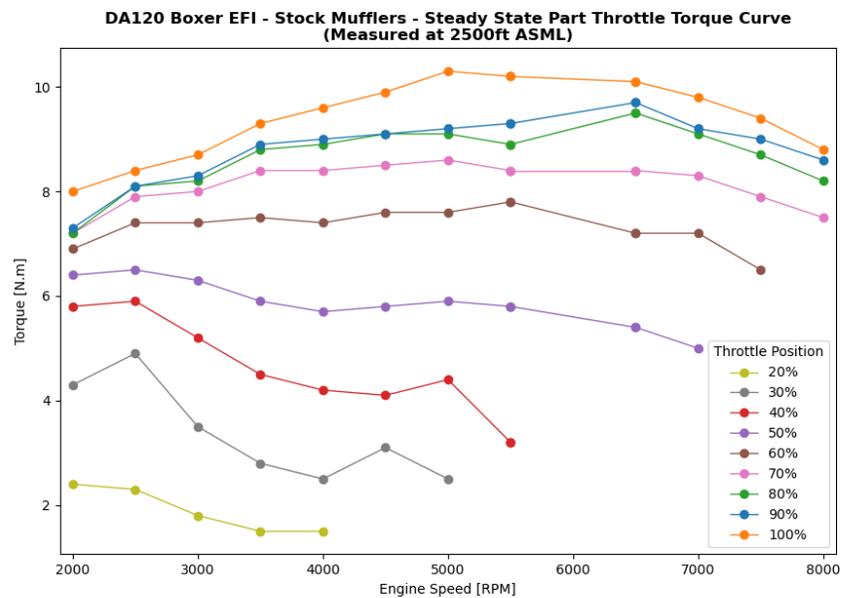


Figure 3. Part throttle torque curves

Power Degradation as a Function of Manifold Air Temperature (MAT) or Cylinder Head Temperature (CHT)

It is common for an engine to experience reduced thermal efficiency with increased charge air temperature and/or increased cylinder wall temperature resulting in reduction of brake power. HFE EFI systems monitor these two temperate points using MAT and CHT thermistors. The EFI compensates for ΔT of either or both sensors by increasing or decreasing injector pulse width to maintain proper AFR, although power loss is still experienced. Power degradation was measured using a Magtrol eddy current dyno by maintaining constant CHT (235F), altering MAT or constant MAT (90F), altering CHT. Engine was held at steady state, 3500 RPM, 100% throttle for both tests. Optimal continuous operation temperature range 220-240F CHT, and 80-90F MAT.

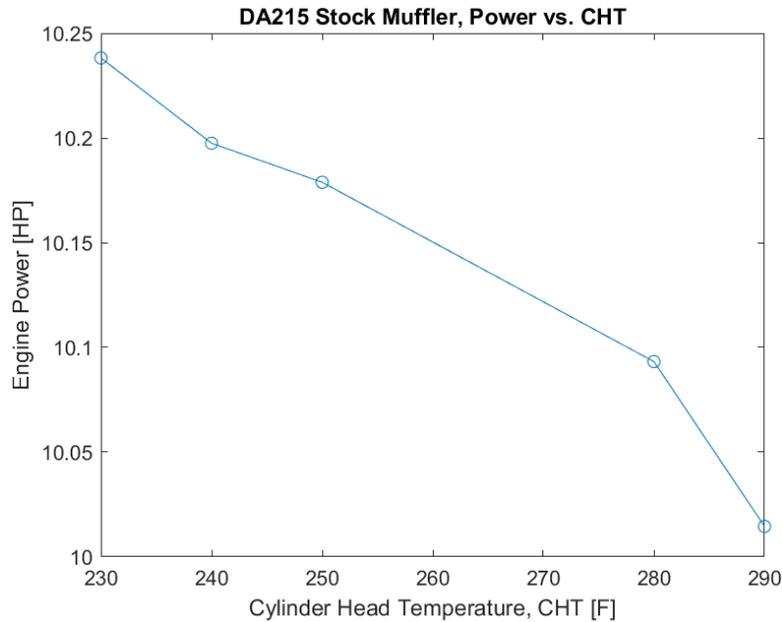


Figure 4. Power loss due to CHT is 0.09 HP / °F (65.8 W / °F); optimal CHT is 200-240F

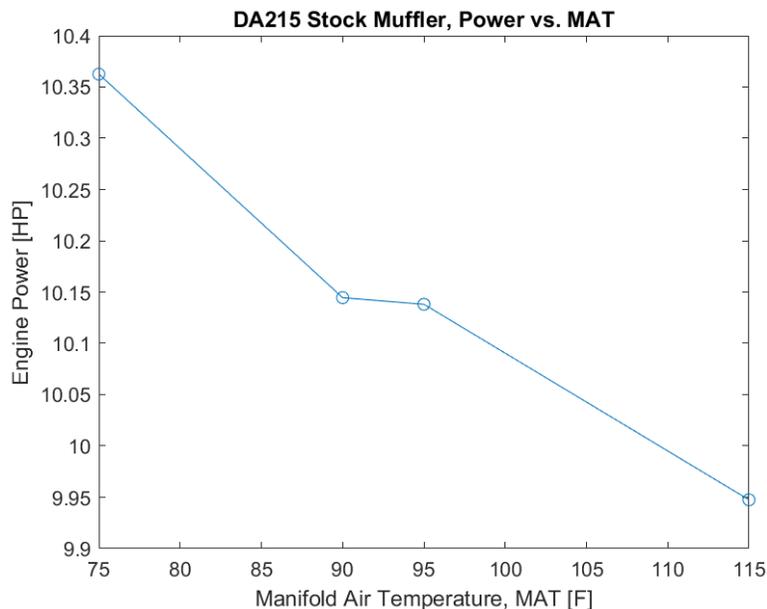


Figure 5. Power loss due to MAT is 0.17 HP / °F (126.8 W / °F); optimal MAT is 60-90F

Brake Specific Fuel Consumption (BSFC)

Fuel consumption was measured (5Hz sample rate) via gravimetric analysis at a steady state for 30 seconds simultaneously with torque measurements. The relationship between BSFC and engine speed at wide open throttle (WOT) is shown (Figure 6). A BSFC contour plot is shown (Figure 7) in relation to torque and speed; this is useful for estimating regions of torque and speed having a near constant BSFC. Additional BSFC vs. speed plots at a given throttle position are available upon request.

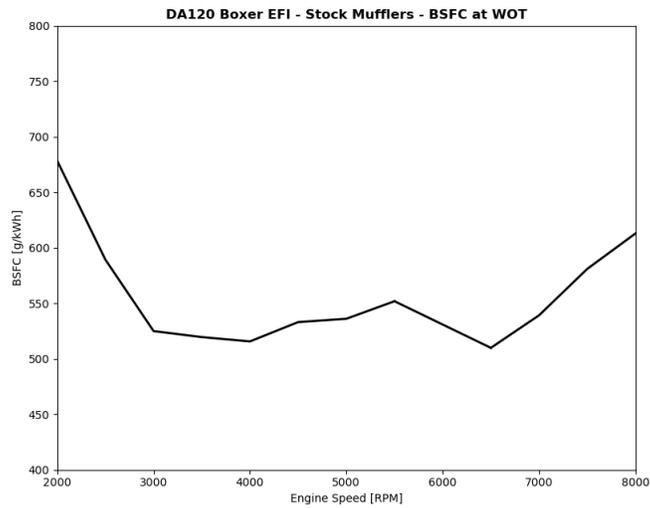


Figure 6. BSFC as a function of RPM

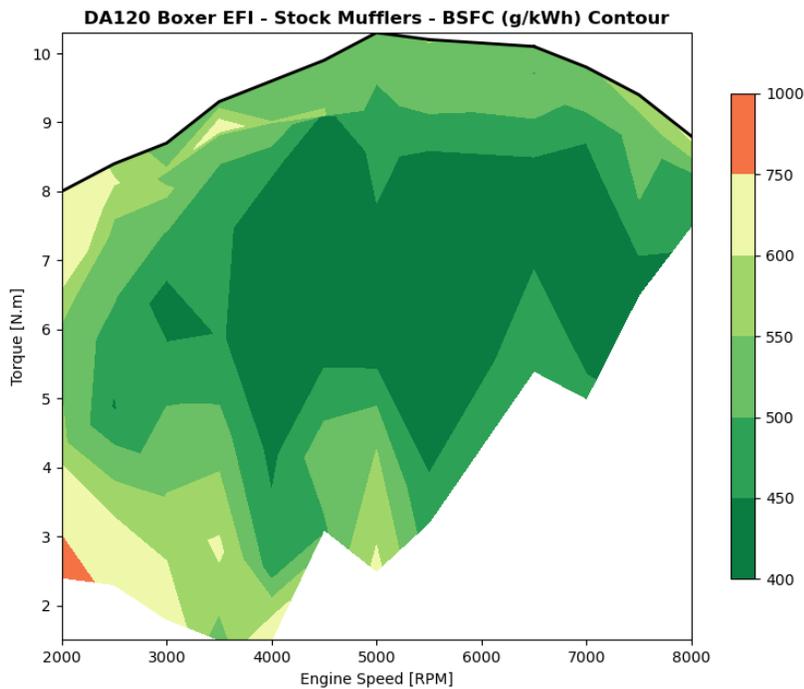


Figure 7. BSFC contour within regions of engine torque and speed

Stock Muffler Acoustic Analysis

Acoustic data was measured using a thirty-two-microphone array, positioned ~0.95 meters from the engine exhaust tip. A-weighted sound pressure from each microphone was averaged at a given frequency, then the equivalent sound pressure was calculated across a frequency range of 100Hz to 10kHz, to produce a single decibel level of the exhaust at a specific engine speed and throttle position. Figure 8 shows the results of this analysis at four throttle positions across the engine’s speed range (2000 to 8000 RPM) where applicable.

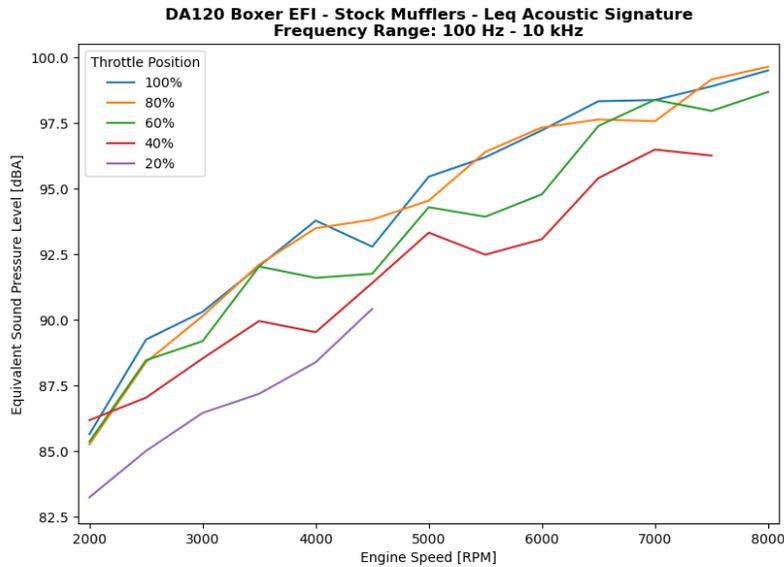


Figure 8. A-weighted equivalent sound level at four throttle positions, observer ~0.95 meters from engine.

Altitude attenuation is used to approximate the engine exhaust dBA over an increasing altitude gradient assuming that the observer is directly underneath the aircraft. Isohumidic plots of sound level vs. altitude are shown for various throttle positions across a range of engine speeds. Note that an ambient relative humidity of 50% is assumed, and a higher relative humidity would lead to slightly more acoustic attenuation & vice versa for a lower relative humidity.

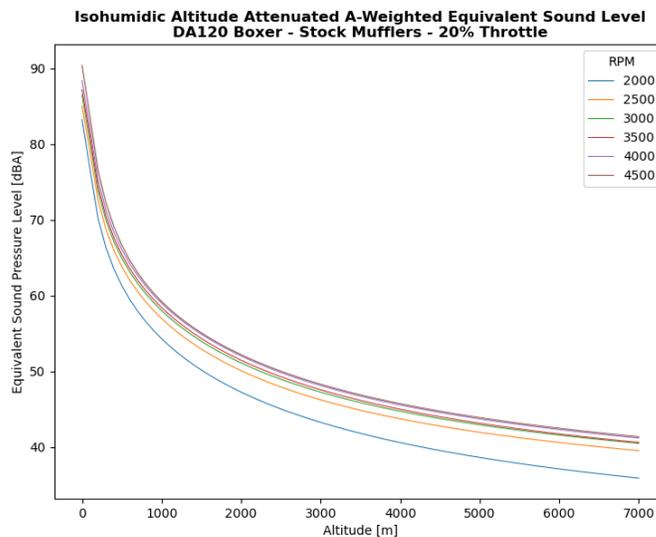


Figure 9. IsoHumidic plot for engine at 20% throttle and varying speeds.

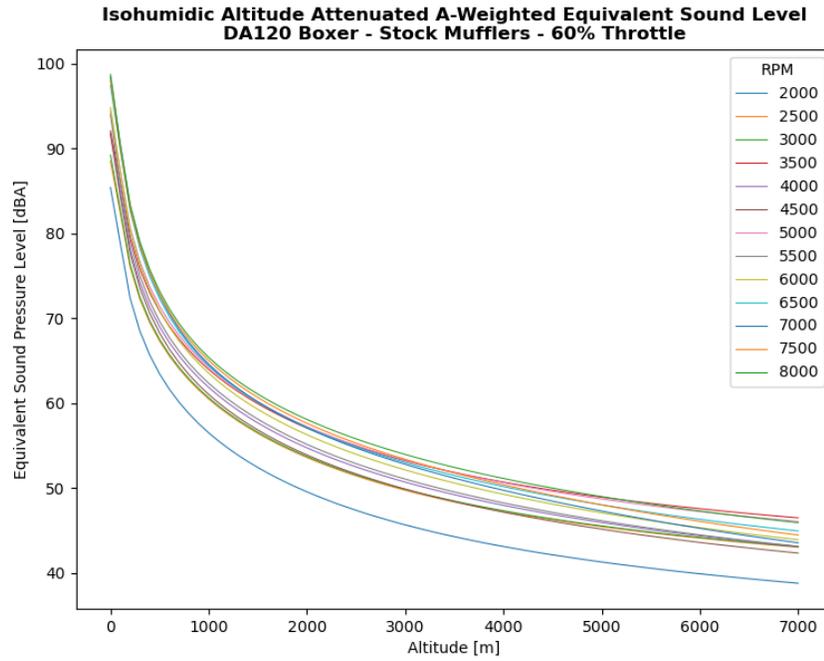


Figure 10. IsoHumidic plot for engine at 60% throttle and varying speeds.

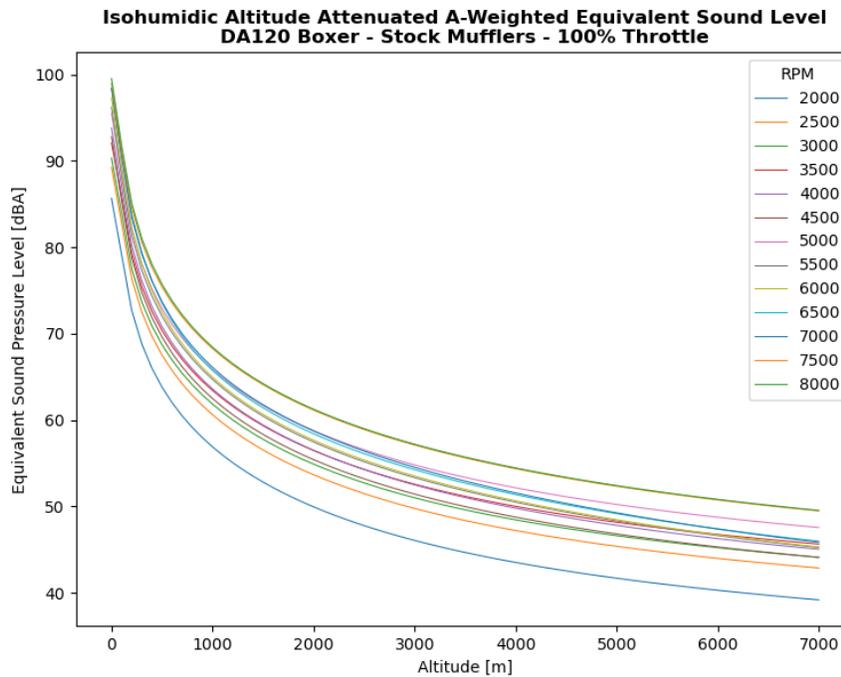


Figure 11. IsoHumidic plot for engine at wide open throttle and varying speeds.

Additional altitude attenuation plots and frequency plots are available upon request.