Summary Aircraft Data 2009 Cirrus (SR20) N511RT

Empty Weight (lbs)	Max T/O Weight (lbs)	Useful Load (lbs)	Fuel Capacity (gals)	Useable Fuel (gals)
1048.23	3050	1000	58.5	56

Electrical System			Engine	Oil
Alternator 1	28 V	75 amp	200HP	Min level = 6 qts
Alternator 2	28V	40 amp	IO-360-ES	Max level = 8 qts
Battery 1	24 V	10 amp hr.		
Battery 2	12 V	7 amp hr.		

Normal Category Load Factor: Flaps up 3.8g, -1.9g, Flaps 50% 1.9g,0g, and Flaps 100% 1.9g,0g

Avionics Suite: Garmin G1000 with Perspective Package

V – Speeds KIAS:

V_{NE} = 200
V_{NO} = 163
Vfe= 50% flaps 119 100% 104
V_A (max T/O weight) = 120
V_Y = 96
V_X = 83
V_G = 99
V_R = 70
V_{S1} = 69
V0= 130

Standard Traffic Pattern

	% Power	KIAS	Flaps	Trim
Downwind	40%	100	NONE	As Req
Abeam Touchdown Pt.	25%	100	50%	As Reg
Base	25%	90	50% - 100%	As Req
Final	As Req.	78	100%	As Req

Minimum CAPS Deployment Altitude: 600’ AGL

Max CAPS Deployment Speed: Vpd= 133

Maximum Crosswind Component = 20 knots @ 90 deg to runway.

GO-AROUND: Full Power, pitch for normal climb, reduce flaps to 50% and once positive rate of climb established retract flaps.

Commercial Maneuvers Speeds

Maneuver	Entry Speed KIAS
Chandelle	130
Lazy Eight	130
Steep Turn (45 – 50 deg bank)	130

Short field Takeoff

Rotate at 65. Initial climb 77. With obstacle pitch for obstacle clearance speed. Without obstacle pitch for VX or VY as appropriate.

Soft Field Takeoff

Keep the stick back, full power, and monitor engine. Rotate at slowest speed practical. Release back pressure and climb out at 85 kts.