



Workbook SR22 Turbocharged

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Workbook

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1.1 Introduction

Each of the following sections corresponds to a section in the POH that is included at the end of this manual. In each section you will find: quiz questions, supplemental information, and operating tips.

The answers to the questions will be found in the provided generic POH (unless otherwise noted). These questions are required to be completed prior to the beginning of your training. If you have problems with the workbook or would like clarification on a question within it, you may use the forum titled "Q & A Forum" on HTMLLeZ.

1.2 General

This section will cover Section 1 (General) of the SR22 Pilots Operating Handbook. Answers to all questions will be found in the appropriate section of the POH, unless otherwise noted.

1. What is the wing span of the Cirrus SR22?
Tip: Consider this when hangering your aircraft.

38.6'

2. What is the certified max gross weight of the aircraft?

3,400 lbs

3. In what ways does the weight of the aircraft affect aircraft performance?

v-speeds; take off and landing distance; controllability (CG)

4. How much clearance is between the tip of the propeller and the ground?

7 inches @3,400 lbs

5. What is your engine model?

Continental IO-550-N

6. What is the definition of reference datum?

Point from where all measurements for CG are made.
(38.3" forward of spinner tip).

7. What is the definition of arm?

Arm is the horizontal distance from the reference datum to the center of gravity (c.g.) of an item.

8. What is Moment?

Moment is the product of the weight of an item multiplied by its arm.

9. How does center of gravity affect aircraft performance?

Affects elevator effectiveness. Too far aft, can't lower nose; too far forward, can't raise nose.

1.3 Limitations

This section will cover Section 2 (Limitations) of the Cirrus SR22 Pilots Operating Handbook. Answers to all questions will be found in the appropriate section of the POH, unless otherwise noted.

1. Fill in the speeds and definitions of the following:

Vne	201	KIAS	Speed never exceed	(17,500)
Vne	171	KIAS	Speed never exceed	(25,000) turbo supplement
Vno	178	KIAS	Not smooth air max	(17,500)
Vno	152	KIAS	Not smooth air max	(25,000) turbo supplement
Vo	133	KIAS	Full control max	3400lbs.
Vfe	119	KIAS	Max Flaps Extended	50% Flaps
Vfe	104	KIAS	Max Flaps Extended	100% Flaps
Vpd	133	KIAS	Max Parachute Deploy	
Vso	60	KIAS	Stall speed 100% flaps	
Vs	70	KIAS	Stall speed clean	

2. What is the significance of V_{no} and how does it differ from V_{ne} ?

Vno not to be exceeded except in smooth air. Vne never to be exceeded.

3. What is the significance of V_o ?

Vo max speed at which full control of travel may be used without causing damage (airplane will stall at lower speed before damage).

4. What is the significance of the green arc on the airspeed indicator?

Normal operating range. (70-178 KIAS) Lower is max weight stall. Higher is Vno.

5. What two speeds define the top and bottom of the green arc?

Lower is max weight stall. Higher is Vno.

6. What two speeds define the top and bottom of the white arc?

59-104 KIAS. Full flap op range. 59=most adverse CG stall speed. 104=Max structural cruise speed.

7. During the engine break-in period what type of oil should be used?

Mineral oil (MIL-L-6082) (non-detergent).

8. What is the max takeoff altitude for the aircraft?

10,000 (turbo and non-turbo).

9. What is the max operating altitude of the aircraft (see Turbo supplement)?

10. Can you operate the aircraft at the max operating altitude without oxygen? (FAR 91.211)

11. Can you paint your airplane Navy Blue? Why?

12. Can you operate this aircraft out of un-paved runway surfaces?

13. Is the MFD approved as a primary navigation instrument?

14. Can CMax be used as primary source of approach information?

15. Are backup paper charts required for instrument flight if the aircraft is equipped with current CMax charts?

16. Can you fly VFR with ALT 2 INOP?

17. Can you fly IFR with ALT 2 INOP?

18. Can you fly VFR with one of the strobe lights out?

19. What is the significance of V_{pd} and why do you not see this in other aircraft?

20. Can you fly IFR with the NAV lights inoperative?

[Redacted]

21. Can you fly with any of the engine instruments inoperative?

[Redacted]

22. Is the aircraft approved for aerobatics/spins?

23. [Redacted] safety
pin? (FAR 91.9)

[Redacted]

24. Indicate the following Fuel Limits:

App [Redacted]

Total Fuel Capacity [Redacted]

Total Fuel Each Tank _____ gals

Total Usable Fuel [Redacted]

Unusable Fuel _____ gals

Max [Redacted]

25. When does the BOOST pump need to be in operation?

[Redacted]

26. [Redacted] operational for
flight?

Tip: It is important to remember to check the annunciator lights

[Redacted]

[Redacted]

27. Can you fly with the autopilot inoperative?

28. How does an inoperative autopilot affect your personal minimums or go/no-go decision for an IFR flight?

1.4 Emergency Procedures

This section will cover Section 3 (Emergency Procedures) from the SR22 Pilots Operating Handbook. Answers to all questions will be found in the appropriate section of the POH under the emergency procedures.

1. Fill in the speeds and definitions of the following.
Vg _____ KIAS _____ 3400 lbs.
Va _____ KIAS _____ 2900 lbs.

2. _____
Flaps Up _____ KIAS
50% Flaps _____ KIAS

3. In any emergency situation, what is the most important thing to remember and perform?

4. What is the most important first step to take?

5. _____
What are these circuit breakers labeled?

6. _____
What indicates the failure of an alternator?

7. Would you lose any equipment if you lost ALT 1? (Electrical Distribution Diagram in Section 3). If yes, what?

8. If taxiing at 1000 RPM, why would your ALT 2 caution light be

9. Would you lose any equipment if you lost ALT 2? (Electrical Distribution Diagram in Section 3) If yes, what?

[Redacted]

10. What is your aircraft glide ratio?

[Redacted]

11. What is your best glide distance if you were at 8,000 AGL?

[Redacted]

12. situations?

[Redacted]

13. Is it advisable to unlatch the cabin doors with smoke or fumes in

[Redacted]

14. e?

[Redacted]

15.

[Redacted]

16. What is the procedure for an emergency descent?

[Redacted]

17. In what situation would you use an emergency descent?













[Redacted]

18. What is the procedure if you have an engine failure in flight?

[Redacted]

19.

[Redacted]

20. What is the procedure for an inadvertent icing encounter?

21. The temperature at sea level is 30 degrees Celsius. Assuming the standard temperature lapse rate of 2 degrees / 1000', where

22.  can
you gain additional glide distance?

23. What is the only approved and demonstrated method for spin recovery?

24. If only the airspeed indicator is giving erroneous information,

25. What is the corrective action for erroneous airspeed indications?

26.  the
engine in the event of an engine driven fuel pump failure?

27. What 2 conditions will turn the oil annunciator light on?

28. What is the procedure for a propeller overspeed?

29. 

30. What procedure would you use to try and get ALT 1 back online in the case of an ALT 1 failure? What would your next step be if you could not get the alternator back online?

31. What is the approximate expected impact from a parachute

32. If activation of the CAPS system is necessary, what kind of motion do you want to use when pulling the handle?

33. With an engine out will full flaps increase or decrease your glide

34. (True or False?) If you lose the audio panel you have lost all

35. When landing without elevator control what speed should you

36. Your ALT 1 light illuminates 30 minutes from your destination at
d on

37. What is the procedure for a brake failure during taxi?

38. What is the procedure for single and dual brake failures in flight?

39. If you suspect a brake failure, how wide and long should the landing runway be? (i.e. what are your personal minimums)

40. List 5 possible symptoms of hypoxia. (Customer CD)

41. List 3 factors that affect an individuals response to hypoxia (Customer CD)

42.

43. (True or False) The onset of hypoxia is easy to identify.

44.

body.

45.

46. At 22,000' MLS, you recognize symptoms of hypoxia. The oxygen system flow meter indicates no flow of oxygen from the oxygen tank to your mask. The quantity indicator on the oxygen indicates zero PSI.

What is the proper way to treat hypoxia for the given scenario?

Is the above scenario an emergency?

Scenario:

47. What is the recommended altitude for use of oxygen for day and

- 48.

- 49.

1.5 Normal Procedures

This section will cover Section 4 (Normal Procedures) from the SR22 Pilots Operating Handbook. Answers to all questions will be found in the appropriate section of the POH, unless otherwise noted.

- 1. Fill in the following:
Vr _____
Vy _____ KIAS _____ S.L.
Vy _____ KIAS _____ 10,000'
Vx _____
Vx _____
Vo _____ KIAS _____ 3400 lbs.
Vo _____ KIAS _____ 2900 lbs.

- Final Approach _____
Final Approach 50% Flaps _____ KIAS
Final Approach 100% Flaps _____ KIAS
Vref Short _____
Max Demo _____

2. During the cabin preflight, what should be the normal voltage indicated on the battery voltmeter?

3. How many points are you able to drain from the battery?

4. What is the normal time for passenger briefing?

5. At what altitude should the cabin be pressurized?

6. What are the max cranking intervals for the starter?

[Redacted]

7. During taxi, the taxi checklist has you check three pieces of equipment. What are these three pieces of equipment and what

[Redacted]

8. (True or False?) Directional control during taxi operations is best used

[Redacted]

9. [Redacted] ated
brakes which may result in brake failure or system failure.

[Redacted]

10. [Redacted] ile

[Redacted]

11. [Redacted] ch
what temperature?

[Redacted]

12. Within what RPM range should the ALI 2 caution light turn off?

[Redacted]

[Redacted]

13. If no drop in RPM is noted on the magneto check, what is the

[Redacted]

14. (True or False?) The mixture should be leaned for maximum

[Redacted]

15. [Redacted] ?

[Redacted]

16. Flaps retraction after takeoff from 50% to 0% is done at or above what minimum speed?

[Redacted]

17. What is the recommended cruise climb airspeed?

[Redacted]

18. What is the corrective action if the manifold pressure exceeds 32 inches during takeoff? (turbo supplement

[Redacted]

19. List the procedures for a Rich of Peak (ROP) climb. (turbo

[Redacted]

20.

[Redacted]

[Redacted]

21. (True or False) Leaning the mixture control when operating lean of peak EGT will cause the CHT's to increase. (turbo

[Redacted]

22. _____ ing a LOP climb? (turbo supplement)

[Redacted]

23. What is the maximum altitude a Lean of Peak (LOP) climb can be used? (turbo supplement)

[Redacted]

24. The climb checklist should be completed no lower than what altitude? (Section 4, Standardization)

25. _____ supplement)
Throttle _____

Mixture _____

Boost pump

[Redacted]

26. When should the boost pump be turned off during cruise? (turbo supplement)

[Redacted]

27. (True or False?) The fuel BOOST must be used when switching tanks?

[Redacted]

28. _____ descent?

[Redacted]

29.

[Redacted]

[Redacted]

30. What power setting can be used during descent?

[Redacted]

31. The descent checklist should be completed by what point?

[Redacted]

32. _____ part a _____ when

using:

500 ftp descent

[Redacted]

[Redacted]

33. (True or False?) The mixture should be full rich and boost pump on before landing.

34. (True or False?) Normal landings are not allowed with 0% or 50% flaps?

35. On a crosswind landing, at what point will you transition from a

36. Power goes to what setting on a balked landing/go-around?

37.

38. (True or False?) The mixture should be leaned for taxi.

39. Why is the use of a paper checklist for shutdown necessary?

40. (True or False?) Turbo cool down is necessary before engine shutdown. (turbo supplement)

41. At what point should you hear the stall warning horn?

42. What is the priming procedure for start for; normal, cold, hot and

43. Below what temperature should external preheat or external power be used for start?

44. On start up the engine has intermittent firing and small puffs of black smoke rise from under the aircraft. What is the probable cause and corrective action?

45. You have misjudged your approach to landing due to winds, and your

1.6 Performance

This section will cover Section 5 (Performance) from the SR22 Pilots Operating Handbook. Answers to all questions will be found in the appropriate

[Redacted]

Use the following information to answer the questions, for a flight from Rapid City, SD (KRAP) to Duluth, MN (KDLH). Assume max gross weight on takeoff, full fuel and 75% "best power" setting for cruise.

[Redacted]

Distance 487 NM
Magnetic Course 254 degrees

Weather [Redacted]
KDLH [Redacted]

KRAP 101250Z 22026KTG35 10SM FEW010 SCT020 30/17 A2975

Winds at [Redacted]

FD	3000	6000	9000	12000	18000
DLH	2925	253415	253704	264201	2754 -03
GFK	[Redacted]				
FSD	[Redacted]				
RAP		283417	303309	304003	314900

Airport In [Redacted]

KRAP Elevation 3202ft.
RWY 23/05 3600ft.

[Redacted]

KDLH Elevation 1420ft.

[Redacted]

1. What will be your takeoff distance (ground roll) departing KRAP?

[Redacted]

2. What is your x-wind component for runway 32 at KRAP?

[Redacted]

3. What will be your average climb rate out of KRAP to your selected cruise altitude?

[Redacted]

4. What altitude will you use and why?
5. In addition to winds aloft, what other factors should be considered when selecting a cruise altitude?
6. What will be your endurance for today's flight?
7. What is the O2 duration for 15,000ft with 3 persons onboard?
8. What will be your calculated KTAS and fuel flow for cruise flight?
9. How much fuel will you have once you reach your destination?
10. Will you be able to make your destination non-stop? SAFELY?
(Difference between FARs vs. personal minimums)
11. What will be your landing distance (ground roll) at KDLH?
12. What will your ground roll be upon arrival at KDLH?
13. What is the KCAS at 100 KIAS with 100% flaps?
14. What will your KIAS stall speed be on departure with 50% flaps and an AFT C.G.?
15. What is the difference between takeoff rate of climb vs. en route rate of climb?

1.7 Weight and Balance

This section will cover Section 6 (Weight and Balance) from the SR22 Pilot's Handbook in the appendix.

Aircraft:

BEW 2340 lbs Moment 226.563

HO 2340 lbs

Payload

Pilot	160 lbs.
Front Pax	160 lbs.

[Redacted]

Fuel	486 lbs.
------	----------

NO [Redacted]

Use any of the following methods of calculation in the POH to come up with the appropriate answers.

1. [Redacted]

[Redacted]

2. What is your aircraft's zero fuel weight?

[Redacted]

3. What will be your aircraft's gross takeoff weight?

[Redacted]

4. How much fuel will you have on board before takeoff?

[Redacted]

5. Is unusable fuel and oil included in basic empty weight?

[Redacted]

6. Will your aircraft be within CG limitations?

[Redacted]

7. Where is the aircraft Datum?

You may use the following table to aid in calculations.

For M [redacted]

Description	Weight	Moment/1000
1. Empty Weight Inc [redacted]		
2. Front Seats Occupants Pilot and Passenger		
3. Res [redacted]		
4. Baggage 130 [redacted]		
5. Zero Fuel Condition Sub total items 1 thru 4		
6. Fuel 81 [redacted]		
7. Ramp Sub [redacted]		
8. Fuel for Start, taxi, and runup No [redacted] Mo [redacted]		
9. Takeoff Weight St [redacted]		

[redacted]

[redacted]

[redacted]

1.8 Airplane and Systems Description

This section will cover Section 7 (Systems) from the SR22 Pilots

Op [redacted] he
ap [redacted]

1. What are the three flap settings?

[redacted]
[redacted]
[redacted]

2. (True or False?) The horizontal stabilizer is a two piece unit

[redacted]
[redacted]

3. [redacted] when full

[redacted]
[redacted]

4. [redacted]
[redacted]

[redacted]
[redacted]

5. [redacted]
[redacted]

6. [redacted]
[redacted]

7. [redacted]
[redacted]

8. [redacted]
[redacted]

9. [redacted]
[redacted]

10. What is the recommended extended flight oil level for the engine?

11. Where is the alternate air control knob?

12. What will cause the OIL warning light to illuminate?

13. Describe when oil is metered into and out of the prop hub.

14. What pulls the fuel from the collector tanks?

15. How much fuel is held in each collector tank?

16.

17.

k is

at 17 gallons the FUEL caution light will illuminate.

18.

Alternator #1 is rated for how many amps?
How many volts?

19. Alternator #2 is rated for how many amps?
How many volts?

20. Battery #1 is rated for how many amps?
How many volts?

21. Battery #2 is rated for how many amps?

22.

23.

24. How are the main distribution bus and essential distribution bus connected?

25. What does the diode between the two distribution buses do?

26. You are on the ground with BAT 2 on. What indication do you get

27.

28. When battery #2 is turned on which buses are energized?

29. A steady ALT 1 / ALT 2 light denotes what?

30. A flashing ALT 1 / ALT2 light denotes what?

31. The back seat passengers are cold. How do you go about setting the heat and ventilation knobs to direct the maximum amount of

32. What kind of stall warning system is installed on the Cirrus?

33. When practicing power on stalls with full flaps, at what IAS would

34. What is the "Direct Mode" indicator light? What is it for?

35. How many square feet is the parachute?

36. What kind of pull on the handle works best when activating the CAPS system?

37.

1.9 Handling Service & Maintenance

This section will cover Section 8 (Service and Handling) from the SR22 Pilots Operating Handbook. Answers to all questions will be found in the appropriate section of the POH, unless otherwise noted.

- 1. What are the five documents required by the FAA to be onboard the aircraft at all times?

[Redacted answer box]

- 2. What are the two recommended procedures for you to verify if your airplane is conforms to all Airworthiness Directives?

[Redacted answer box]

- 3. [Redacted] 05, when will the next inspection will be due?

[Redacted answer box]

- 4. After completing any of the work described as preventative maintenance in the POH, what are the required logbook entries

[Redacted answer box]

- 5. Should you use external power to start the airplane if it has a "dead" battery?

Tip: In most cases you can't even connect external power to the battery to energize the relay in the MCG.

[Redacted answer box]

- 6. [Redacted] ed?

[Redacted answer box]

- 7. [Redacted] ed?

[Redacted answer box]

[Redacted answer box]

[Redacted footer box]

8. While taxiing, how is steering accomplished?

[Redacted]

Tip: In the event of a brake failure it is possible to use rudder for directional control, however, this procedure will only work if you have sufficient rudder authority. This procedure should only be used in an emergency! When applying power you may gain directional control but you will also gain a considerable amount of speed.

[Redacted]

9. When moving your Cirrus around on the ground you should ALWAYS use a _____

[Redacted]

Tip: When flying into an unfamiliar FBO that wants to move your aircraft, be sure to use the correct tie-down technique. When pressure is applied they may slip out of position. This may result in damage to the aircraft.

[Redacted]

Mechanical dollies that lift the nose wheel off the ground should be used with caution. They should be used on a flat, hard surface.

[Redacted]

Systems wraps around the nose wheel strut fairing and will crack or possibly destroy the fairing.

[Redacted]

10. Where is the hydraulic brake fluid reservoir located?

[Redacted]

11. _____
Nose Gear –

[Redacted]

12. After the engine break in period, what is the recommended time to taxi the aircraft?

[Redacted]

13. The fuel filtration screen in the gascolator must be cleaned every _____ hours of operation.

Tip: In order to get the most accurate fuel readings, when flying a Cirrus with engine monitoring, make sure that the fuel tanks are “topped off.” Many times, FBO’s will leave fuel levels an inch or two from the top and in the Cirrus that could equate to several gallons that may be used for reserve purposes.

14. True or False? A fuel sample is not required to be taken prior to each flight.

15. True or False? Battery 1 is located aft of the baggage compartment.

16. What should you use when washing the exterior of the aircraft?

17. When cleaning any of the windows, what do you not want to use?

1.10 Supplements

This section will cover Section 9 (Supplements) from the SR22 Pilots Operating Handbook, unless otherwise noted.

We recommend that you download the specific information manual for each piece of equipment because of the diversity and complexity of the various avionics utilized in Cirrus aircraft.

Additional training information on specific avionics can be found on our web page at: <http://www.aero.und.edu/cirrus>.

5.10.1 Internet Hyperlinks

Pilot Operating Handbooks and supplements can be downloaded from the following websites:

- UND Aerospace Cirrus Factory Training Provider (follow links to HTMLeZ)
 - <http://www.aero.und.edu/cirrus>
- Cirrus Design Corporation for service publications updates
 - <http://www.cirrusdesign.com>
- COPA
 - <http://www.cirruspilots.org>
- Avidyne Avionics
 - <http://www.avidyne.com>
- Teledyne Continental Motors
 - <http://www.tcmlink.com>
- Garmin Avionics
 - <http://www.garmin.com>
- L-3 Avionics Systems
 - <http://www.as.l-3com.com>
- S-Tec/Meggit
 - <http://www.s-tec.com>
- Sandel
 - <http://www.sandel.com>
- TKS
 - <http://www.flightice.com/tks.html>
- AOPA
 - <http://www.aopa.org>
- Federal Aviation Administration
 - <http://www.faa.gov>

- *Turbocharger*
 - *<http://www.taturbo.com>*
- *Approved Oxygen System*
 - *<http://www.preciseflight.com>*

NOTE: Only answer the questions for the avionics that are in your aircraft.

1.10.2 Garmin GMA 340 Audio System

Before conducting your training you will need to know how to accomplish the following basic functions:

- Volume and squelch adjustments
 - Com/Nav selectivity transmit and receive functions
 - Crew isolation features
 - Operation of Marker Beacon Annunciator
1. What will happen if the audio panel fails?

1.10.4 Garmin GNS 430 Global Positioning System (GPS)

Before conducting your training you will need to know how to accomplish the following basic functions. Please note this is the most difficult piece of avionics to operate. Please take the time to learn the basic functions listed below. We recommend purchasing a tutorial to aid in learning this system, such as V-flight. They will send a free demo disk to you upon request; find them online at: <http://www.vflite.com>.

- Turn Garmin unit ON and OFF.
- Tune in communications frequencies (manually with knob and frequency standby switch button) and adjust the volume.
- Direct-To Function (D → button) and input the airport name and/or identifier.
- Select nearest airport and navigate GPS direct-to the desired airport.
- Emergency frequency 121.5 MHz (communications standby switch held).
- Clear (CLR) Button – Default to Nav 1 page.
- Recommended: How to create, save and activate a flight plan (not required).

Recommended for Instrument Rated Pilots (Required for IPC)

- VOR/Localizer frequencies and how to identify them (manually with knob and the standby frequency switch) and adjust the volume.
 - How to load and activate an approach
 - How to create and edit a flight plan
 - Understand when and where to use the cursor and enter buttons.
 - Change the CDI between GPS and V/LOC mode and understand when it is appropriate to do so.
 - Understand and know the function of the OBS button.
1. True or False? The GNS 430 Pilot's Guide and Reference can be stored outside the reach of the pilot during flight.

1.10.6 Approved Oxygen Systems

Training on oxygen systems is not covered in the standard training. Questions regarding oxygen systems should be directed to Cirrus Design or the supplier indicated in the Pilots Operating Handbook.

NOTE: You will need to add this to your pre-flight briefing for your passengers.

Note: It is recommended that you utilize a Pulse Oximeter for high altitude operations to ensure the proper blood oxygen saturation and prevent hypoxia.

1.10.8 Goodrich SkyWatch SKY497 Traffic Advisory System

Before conducting training you will need to be familiar with the following:

- How and where information is displayed for the SkyWatch system
 - Limitations of the system
-
1. True or False? If advised to disable your transponder by ATC, you need to turn off your Sky Watch System.

1.10.10 Avidyne FlightMax Ex-Series Primary Flight Display

Before conducting training you will need to be familiar with the following:

- Limitations of the system
1. List 3 limitations of the Primary Flight Display

 2. How are these limitations going to effect how you operate your aircraft?

1.10.11 Ice Protection System

Before conducting training you will need to be familiar with the following:

- Limitations of the system
1. Is flight into known icing approved for the Cirrus?

 2. What is the definition of “known icing”?

NOTE: This answer is not in the POH. This is an important issue; Cirrus recommends that you do further reading about icing at the following websites:

- Aircraft Owners and Pilots Association: Safety Advisors
 - <http://www.aopa.org/asf/publications/advisors.html>
- NASA GRC Icing Branch
 - <http://aircrafticing.grc.nasa.gov/>
- AVWeb: Aviation Magazine and News Service
 - <http://www.avweb.com/news/airman/181877-1.html>
- Aeronautical Newsletter of the Seattle Flight Standards District Office – Issue November-December 2003
 - http://www.faa.gov/fsdo/seattle/pdf/aerosafe11_12_03.pdf

Hint: Pre-flight procedures for the ice protection system are not listed on the standard paper or MFD checklists, but are in the supplements section of the POH. Additional attention should be given to operation and pre-flight of the system ensuring it is primed, especially when flying into instrument conditions or precipitation.

1.10.13 Turbocharged System

Before conducting training you will need to be familiar with the following: The answers to these questions can be found in your Turbocharged system supplement and presentation found on your resourced CD.

1. What is the pressure of the upper deck?
2. What are two key components of the upper deck?
3. What does the intercooler do and what is the pressure after the intercooler?
4. What could cause an over boost situation?
5. What is the maximum Turbo Inlet Temperature (TIT)?
6. What is the maximum certification altitude?
7. A Closed waste gate sends more exhaust through the turbo? (True or False)
8. An open waste gate allows exhaust to bypass the turbo and be dumped overboard. (True or False)
9. The fuel injectors, engine driven fuel pump and magnetos are pressurized. (True or False) Why?

10. Engine is idling on the ground is the waste gate open or closed?
Why?

11. The mixture should be leaned for take off at higher density altitudes to compensate for the decreased pressure. (True or False)

12. The aircraft climbs to 25,000 from SL what happens to the waste gate? Will the waste gate be fully closed at 25,000 MSL?

13. When flying at higher altitudes what is the minimum level of oxygen saturation you should see when using a pulsoxymeter?

14. CHT's should be kept below ____ F

15. Avoid continuous operations with the fuel flow set between.
 - a. 18-28 gph and above 25" MP
 - b. 17-29 gph and above 24" MP
 - c. 19-30 gph and above 26" MP
 - d. 20-30 gph and above 26" MP

16. After completing the climb checklist boost pump should remain on for ____ min. Why?

17. Leaning the engine will cause the CHT's to rise when operating lean of peak? (True or False)

18. While climbing at 130 KIAS, during a lean of peak climb the CHT's exceed 380 F
What is the appropriate response?
What if that does not work?

19. What if the CHT's cool below 380 F but the climb performance is not acceptable? What is the appropriate action?

20. After setting cruise power at 85% (2500 rpm /Max MP and 17.6 GPH) the CHT's remain at 395 F. What is the appropriate action?

21. What is the appropriate course of action in the event of an unexplained loss of manifold pressure?

22. Shortly after leveling out at 22,000 you set cruise power, lean the mixture and turn your boost pump off and your engine fails.
What do you do?
Why did the engine fail?

1.11 Safety Information

This section will cover Section 10 (Safety Information) from the SR22 Pilots Operating Handbook. Answers to all questions will be found in the appropriate section of the POH, unless otherwise noted.

Regarding the Cirrus Airframe Parachute System (CAPS):

1. What is the significance of the V_{pd} or max parachute deployment speed and what is the numerical value?
2. What factors do you need to take into account if the parachute is to be deployed?
3. List scenarios when activation of the CAPS might be appropriate?

Tip: There is no minimum deployment altitude. This is because the actual altitude loss during a particular deployment depends upon the airplane's speed, altitude and attitude at deployment as well as other environmental factors. As a guideline, the demonstrated altitude loss from entry into a one-turn spin until under a stabilized parachute is 920 ft. Altitude loss from level flight deployments has been demonstrated at less than 400 ft. The recommended cut-off decision altitude is 2,000' AGL

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