

Student Pilot's Guide

The Cirrus SR22 is a remarkably simple, safe and easy aircraft to fly.



Angelina Jolie flying her own Cirrus.



Key Words

1. **“My Airplane”** or **“I’ve got it”** - means to let go of all controls of the airplane immediately.
2. **“Max Power”** - gradually move the throttle forward as far as it can, not too fast but not too slow.
3. **“Idle Thrust”** - move the throttle all the way back to minimum power.
4. **“Nose Level”**- push or pull the stick in the direction that will make the nose level with the horizon.
5. **“Wings Level”**- move the stick left or right to make the wings level with the horizon.

The Cockpit

Don't be intimidated! Once you understand what to look for, you will find it just as easy as reading the dash on your car.



Primary Flight Director (PFD)

The PFD is the primary instrument you use to fly the aircraft. It gives you information such as % of Power, Airspeed, Altitude, Attitude, Heading you are using.



Normal Procedures- Your instructor will taxi the aircraft for you.

Takeoff- align the aircraft with the centerline of the runway, and once the instructor says "Max Power" apply full power **smoothly**. At 70 knots the aircraft is now ready for flight. Gently pull back on the stick about 1/2" until the nose is 10 degrees above the horizon.



Climb to altitude

Initially we will climb to 1,000' then once cleared by air traffic control we will climb to the desired altitude your instructor will recommend.

Once reaching target altitude we will gently push the stick forward to hold the nose level with the horizon and stop the climb. Your instructor will control the power at this point.

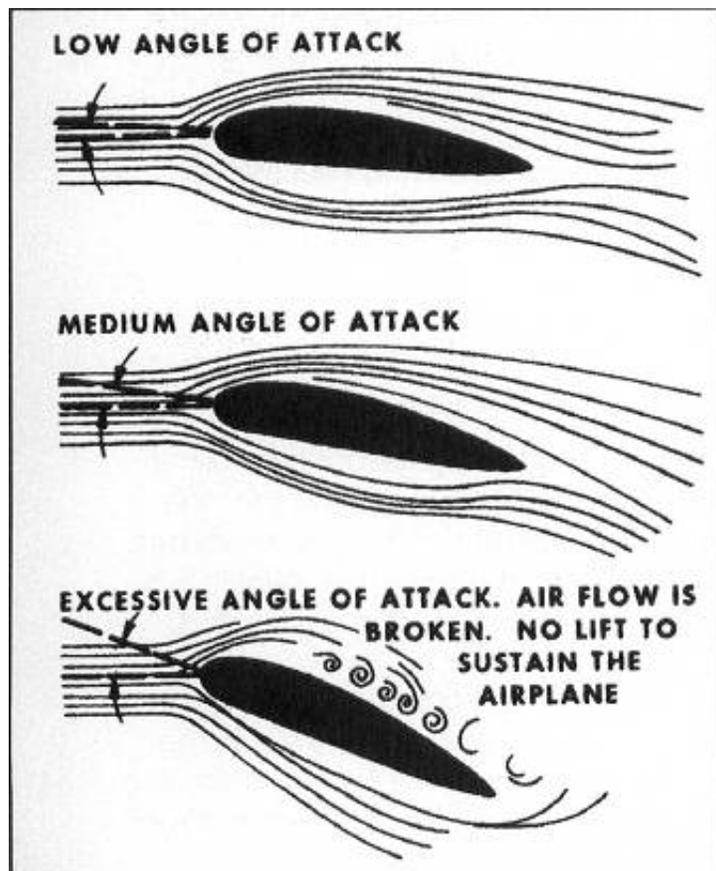
Cruise flight- we will maintain approximately 60% power for cruise flight. Your instructor will adjust the power settings.

Descent- we will reduce power to 25% and let the nose drop 5 degrees below the horizon. Your instructor will adjust the power settings as necessary.

Setting up for landing-

FLYING JUST BECAME SAFER WITH THIS NEW INSTRUMENT LOCATED ON THE DASH IN YOUR LINE OF SIGHT.

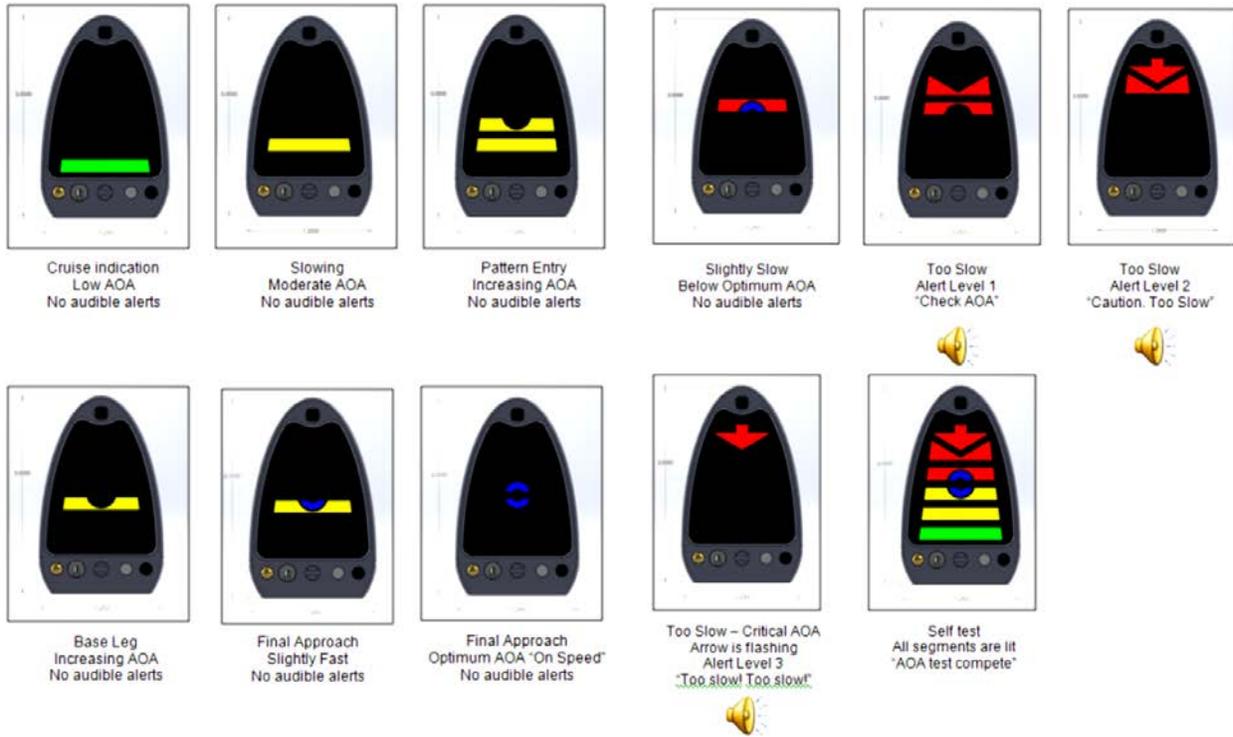
INTRODUCING THE ANGLE OF ATTACK INDICATOR.



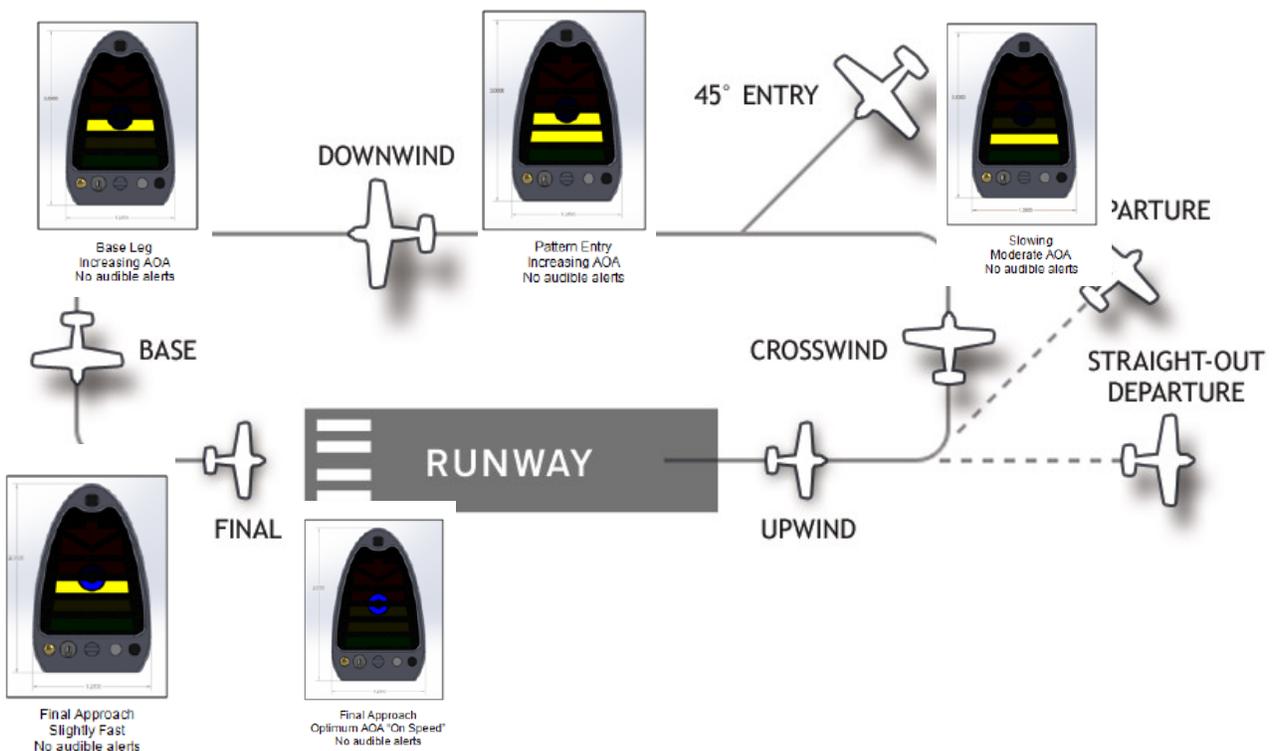
THIS IS SOMETHING THE MILITARY HAS USED FOR DECADES AND IS NOW INSTALLED IN OUR AIRCRAFT.

ALL YOU NEED TO DO IS KEEP THE INDICATOR FROM GETTING IN THE RED.

IF YOU SEE A RED BAR, PUSH THE STICK FORWARD. SIMPLE.



What the Angle of Attack Indicator should look like at each stage of your approach.



Landing

Landing is achieved by maintaining your power right down to 10 feet above the runway and then “**idle power**”. Keep the nose flat with the horizon. You will hear a high pitched whistle. This is normal and letting you know the wings are about to stop generating lift. Touchdown!



Pointers for a smooth flight

In an airplane, we use “electric trim” to help level off the aircraft in flight.

You know when you have achieved perfect trim, when all you need is gentle fingertip pressure to maintain the proper attitude and altitude. In fact, the best way to know if you are trimmed correctly is to take your hands off the stick. If the airplane stays put, you are in trim!

Air Traffic Control

You will be given a cue card to read out specific call outs to Air Traffic Control. Your instructor will show you how to do it. Our call sign is “**CIRRUS 779 LIMA BRAVO**” Don’t be intimidated. It’s fun!

How do we control trim?

The little black button below the red button shown is commonly referred to as “the China Man’s hat”. Clicking it forward trims the nose down, clicking it backward trims nose up. Same for left and right. This is a very sensitive knob, and quick short clicks are best. Don’t worry if you can’t master it right away.



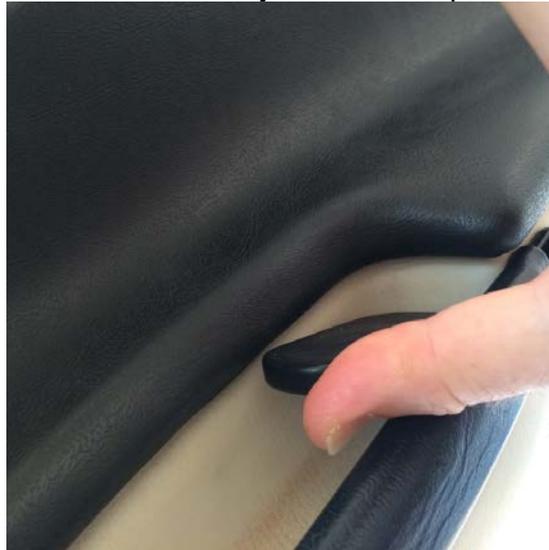
EMERGENCY PROCEDURES

SAFETY is our 1st priority. In the unlikely event of an emergency, we want you to have an understanding of all the safety procedures.

You will be wearing a comfortable lightweight life vest.



To open the doors, lift the black tab under your elbow "up" with your finger.



We sacrifice a bit of comfort for extra safety, as we have a 4 person life raft in between the rear seated passengers. Shown here stored and deployed. If we have to use the raft, there is a red cord with a hook, clip it onto the handle bar outside above the window.





The Cirrus is the only production aircraft with a built in parachute system. In case of water ditching, the chute will be pulled. Open the doors prior to touchdown if landing on the water. If on land, keep the doors closed.

