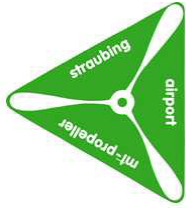


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Type of Aircraft: Cirrus SR22 & SR22T

Applicable Aircraft: Models: All

TCM -550- Series including those with Turbocharging or Turbo Normalization

Flight Test Comparison

2006 SR22 GTS with Turbo Normalized IO-550, Full Fuel, MGTOW. OAT 13 C on ground.
Baro: 30.06" All speeds adjusted to TAS using actual OAT and Baro.

Hartzell 3B Composite MT 4-Blade Composite

Installed weight:

68 pounds

56 pounds

(Note: the Hartzell metal prop is 80 pounds)

Cruise 3000'

2500 rpm

29.8" MP

17 GPH (83% power)

163 TAS

167 TAS

Cruise 3000'

2600 rpm

30.1" MP

18.0 GPH (88% power)

173 TAS

176 TAS

Climb

4000' to 8000'

34.3 GPH

100 kts IAS

3:12

1250 FPM avg

3:06

1290 FPM avg

Cruise 15,500

ROP 32.7 GPH

28.9" MP

2600 RPM

196 TAS

200 TAS

LOP 17.4 GPH

29.0" MP

2600 RPM

193 TAS

197 TAS

LOP 16.5 GPH

28.9" MP

2500 RPM

189 TAS

193 TAS



Note: FAA engine cooling tests at Vy passed with the MT; they failed with the Hartzell 3 Blade composite prop on the test aircraft.